



**c.49.4 : planning** (includes major reports on Lion Yard, Kite, roads & traffic which are listed separately in more detail)

## Headlines

Note: includes major reports on roads, Lion Yard, Kite area which are given in more detail in their own Chronicles

1888 09 14

Much debate about proposal to build new bridge (Victoria Bridge) to link Cambridge & Chesterton (which would open the way for the amalgamation of Chesterton Urban District into Cambridge)  
[1.16]

1889 11 08

Victoria Bridge: Laying the foundation stone. The bridge will have a superstructure of iron and steel, principally six elliptical main ribs spanning the river. The main rib will be 100 feet, clear span with a clear rise above the water of 14ft 6inches. The will consider of wrought iron plate and angle iron and will be so designed that with two traction engines in the centre of the bridge, and the whole span covered with passengers the metal will not in any part of the structure be submitted to a greater test than five tons per square inch in compression. The extreme length of the bridge is to be 40 feet with two footways of seven feet wide each and a roadway of 26 feet – ample room for the two widest vehicles to pass with ease. The new connecting road across the common is to be 40 feet wide with footways seven feet wide and granite tarmacadam. The cost will be under £10,000. The foundation stone was laid by the Mayor (F. Wace) and J. Bester, Chairman of the Chesterton Local Board 1899

1890 12 11

Victoria Bridge opens, December [1.2]

1897 03 20

Mr Edwin Bays, architect, forwards particulars of a scheme for erecting a viaduct, with Bathing Sheds under, leading from the Trumpington Road, Cambridge, to Newnham. The proposed viaduct road would start from the Leys School grounds, Coe Fen, Newnham and terminating at Grantchester and Barton-roads. It will be necessary to construct two river and three road arches and it is intended to utilise one as a Swimming Bath for women, and the other two as dressing rooms

## 1900

1900 04 19

Cambridge town council were told a conference had been held between two members of the committee and the Master and Bursar of Emmanuel College with reference to the construction of a new street from Drummer Street to St Andrew's Street, and the closing and giving up of Emmanuel Street to the college 00 04 19

1901 04 18

Cambridge Council reported that in 1900 a meeting had been held with Emmanuel College as to the terms of exchange of the site of Emmanuel Street for a piece of ground to form a new street from St Andrews Street to Drummer Street. The existing street was the chief means of access to the centre of the town and carried a very considerable proportion of traffic with 1,030 cyclists on Saturday. The new road would be nearly 100 feet shorter and wider- "gain a fine new road instead of an inconvenient one. Mr Campkin suggested the advantage would rest largely with the college 01 04 18 [1.6]

1903 05 21

Cambridge councillors discussed plans for the erection of new premises for Laurie and McConnal, Fitzroy Street. The bye-laws said there should be a certain amount of air-space behind domestic buildings – house, office or shop - and these had no such space. There was no doubt the plans were in contravention of the bye-laws, the question was whether the Council would refuse them. If they were passed it would be an illegal act. They should not alter the bye-laws to suit the convenience of any class of people

1903 08 11

Petty Cury - Sir – I believe a great number of antiquarians in Cambridge will learn with regret that the Falcon Inn Yard in Petty Cury has been removed to make way for modern improvements. So quietly has the old Falcon taken flight that I fear our local photographers have not secured pictures of the old buildings and its destruction has escaped even the lynx-eyed representatives of the Press. I am consoled that I have retained my water-colour drawing of this famous inn, which I made 25 years ago for 'Old Cambridge' – W.B. Redfern 03 08 11

1903 08 11

Petty Cury - Our attention has been drawn to the fact that another link with the fascinating past of Cambridge is being severed by the almost entire demolition of the one-time famous 'Falcon Inn'. Many years ago the front of the building, with its fine old gables facing Petty Cury, disappeared and about eight years ago the buildings on the left side of the Falcon Yard were demolished to make way for business extensions. Now the rooms on the right side are in process of demolition for extra accommodation for the Lion Hotel. The back part possessing a small specimen of the open gallery remains 03 08 11

1903 12 23

Cambridge architect Edwin Bays has produced a plan for a new 60 feet-wide road from Downing Street to Guildhall Street, parallel to Corn Exchange Street. This would create valuable frontages for business premises on either side and lead to a site for a new Cambridgeshire County Hall. There would be a fountain to take off the nakedness of the wide entrance at St Andrew's Hill, replacing the old Corn Exchange. It would relieve the congested traffic in the narrow Petty Cury and provide a direct access to the chief colleges. c03 12 23

1904 10 17

Moves to annul clause re new road bridge, poll opposes bridge & traffic it would cause; committee report favours Walnut Tree Avenue as best site at cost £20,000 [2.7]

1905 10 26

Cambridge councillors discussed an alternative route from Madingley Road to the Cattle Market by constructing a road from Barton Road over the river by Newnham Mill Pit and along Coe Fen Lane to Trumpington Road. Two bridges would have to be erected and the Leys School would give up a strip of land. But there was no argument in favour of making a winding lane into a straight road unless it was for traffic. It was a bad system to introduce a big scheme piecemeal and commit the council first by one step and then another. 05 10 26b

1906 05 17

An agreement had been made between the Borough Council and Emmanuel College for the closure of Emmanuel Street and the creation of a new road further north. As a result the college had taken no steps to erect new buildings on the site of two dilapidated houses that had been pulled down and had lost ground rent for several years. Now the council had changed its mind. They should make compensation by providing, free of cost, a subway to link college property on either side of Emmanuel Street 06 05 17b & c

1909 09 03

The advent of the motor has thrown upon the highway authority the burden of maintaining roads at a much higher pitch of efficiency with the result that county rates have increased by leaps and bounds. It is manifestly unfair that the average ratepayer should pay through the nose for the benefit of the wealthy motor car owner or that the motorist should defray the entire cost of improvements which benefit the whole community. Something must be done. Cycling for pleasure has become quite impossible for people of nervous temperament and even the pedestrian is attended by danger. Now the Government proposes new roads for the exclusive use of motorists to scorch along and the imposition of a ten mile an hour speed limit on the others. CWN 09 09 03

1909 09 03

The unanimous opposition to the scheme to drive a road across Parker's Piece should have disposed of it for ever. Should some rash member of the Council wish to make his name by re-introducing it he should first study the indenture made on March 23<sup>rd</sup> 1612 between the Master and Fellows of Trinity College and the Mayor and Burgesses of Cambridge by which the Piece became the property of the people. One clause stipulates that either body 'consenting to any act to impeach this agreement' should forfeit £300 to the other. It seems to me that the recent proposals would come under this head CWN 09 09 03

## **1910**

1910 08 12

A new road between Rock Estate and Romsey Town would greatly improve communication between these largely populated and widely-separated districts, Mr W.P. Fison suggests. Rustat Road, which is a private road belonging to Jesus College could be continued until it cuts into Marmora Road. It would have to cross some allotments and a farm with a bridge over the railway line. There should also be a new road from East Road through Beche Road over a bridge into Old Chesterton. Both would provide work for the numbers of unemployed men in Cambridge 10 08 12e

1910 11 04

The County Council needed extra offices for its staff. At present departments were housed in different buildings and councillors often went to the wrong one. They could take space in the Guildhall but would be paying rent that would assist the Borough to erect a very fine building in which they had no permanent share. It would be more economical to build on the Shirehall site, removing the Chief Constable's house and other police buildings, but most convenient to purchase a building on a more central site. However they must bear in mind the great difference in cost 10 11 04a & b

1911 11 03

Cambridge Town Council wanted Victoria Bridge and its approaches to be declared a main road and maintained by the County Council. But they did not agree: the Bridge had been built under an Act of Parliament at the expense of Chesterton UDC and Cambridge Town Council. After the bridge was built Victoria Avenue had been declared and made a main road. But there was already a main road from Chesterton to Cambridge via Magdalene Street and over the Great Bridge 11 11 03i & j

1912 08 09

A new scheme for relieving the traffic in Silver Street recommends a new road and bridge passing on the east side of the old mill and along the wall of Peterhouse to Coe Fen Lane at a total cost of £14,246 (£1.3m today). The Corporation had purchased Mr Foster's mill. It was at present broken down and would never be used as a mill again. But there was a strong feeling against a road across Coe Fen and Sheep's Green; it ought to be more in line with Mill Lane. An alternative would take a road from Barton Road corner to Belvoir Terrace but this would destroy the bathing place. However some councillors said the congestion had been greatly exaggerated and there was no urgent need at present. 12 08 09c & d 12 08 16dd & ee

1912 09 27

Councillors debated the proposed scheme for relieving traffic in Silver Street. A bridge from Silver Street to Mill Lane with one road across Coe Fen and another taking traffic from Newnham Croft to the Station would be a very large expenditure and ruin Sheep's Green, one of the most delightful bits of country in the town. The problem could be adequately met by widening Laundress Lane from Silver Street to Mill Lane and diverting the traffic in that direction. 12 09 27b & c

1913

Sidney Street: rebuilding, Eaden Spearing & Raynes demolished [IC.10.21]

1914 01 31

Emmanuel Street: last picturesque houses on north side of new subway disappear [5.16]

1914 02 06

Trams winding up petition granted – increasing number of motor buses hit passenger numbers, cost of maintaining roads – 14 02 06m, n

1914 03 20

The Official Receiver's report on the Cambridge Street Tramways Company shows they were obliged to repair and maintain the road where the tramways were laid. In 1892 the Council had agreed to do this on payment of £367 per annum. But the company failed to pay in 1912 claiming their receipts had been greatly reduced by the motor omnibuses the council had licensed. They'd also prevented them employing mechanical traction in place of horses. 14 03 20i

1914 04 10

Opposition to Guildhall Enlargement. In response to a petition by 80 ratepayers of Cambridge, the Mayor called a town's meeting at the Guildhall on Tuesday evening, when the following resolution was passed by a large majority. "That this meeting condemns the resolution passed by the Council at the March meeting with reference to the; Guildhall extension, and if the Corporation find they require further accommodation for their officials, they should hire offices outside for the Education Department." With reference to a proposed carriage bridge at Chesterton the meeting carried, with less than a dozen opposing: "That this meeting, having considered the .question of the postponement of the building of the bridge directed by the Cambridge Order 1911 to be built by April 1 1917, sees at this juncture no reason for such action." 14 04 10

1914 04 27

Cambridge Town Planning Committee had been in existence only a few months and had not yet decided anything in the way of town planning or building houses, the Mayor told a conference on Rural Housing. The Public Health Committee had erected dwellings for the poorer class in one part of town, some people thought them ideal and some otherwise. Some of the houses he would be sorry to lose from an antiquarian point of view but others, from a public health point of view, they would be exceedingly glad to lose 14 03 27, aa

1914 07 10

Borough Council Sued. At the Surveyors' Institution, St. George's Street, London, S.W. on Friday, the arbitration was opened in the matter of "The Masters, Fellows and Scholars of Sidney Sussex College, Cambridge, and the Mayor, Aldermen and Burgesses of the Borough of Cambridge." Cambridge Corporation had taken a strip of land from Sidney Sussex College for the widening of Sidney Street and Jesus Lane. They built a 12-high wall in place of the existing one, part of the old Franciscan Priory. The college claimed £1,763 compensation for the rebuilding of their old fives court. But it had been very seldom used and was very dilapidated. The Corporation claimed the land taken was worth much less as there was never any prospect of its sale for building purposes. The award was reserved.14 07 10

1914 10 23

Under the 1912 boundary extension proposals Cambridge had to erect a bridge over the Cam to Chesterton within five years. Walnut Tree Avenue was the best site but whether this was the best time was a matter of debate. An Inspector from London had told them what they had to do and it was now the Law of the Land. Chesterton people had voted against it - in fact nobody wanted it. The only way to overturn the order was by going through all the expense of obtaining another Act of Parliament.

14 10 23

1917 01 17a

The future of Cambridge; prospects of the University; need for new industries: special article; pre-war prosperity dependent on University, building trade, agriculture and residential population; hopes for industry – 17 01 17a

1917 01 31

Cambridge trade – pre-war problems and post-war prospects; the average trader knows nothing of advertising or window-dressing; need to publicise – Cambridge for generations has been a comfortable place to potter along in; convenience of Cambridge for factories such as making of incandescent burners for electric light bulbs – 17 01 31c

1919 04

Site of 1,500 acres selected in connection with Town Planning scheme, approved by Council, submitted Local Government Board [1.9]

1919 04 30

Town planning scheme selected – Romsey Town, Cherry Hinton, Coldham's Lane area – detailed article – 19 04 30a

## **1920**

1920 01 28

Should Sussex Street be widened; need to improve centre town, blunders of the past, council debate – Ch 20 01 28a

1920 03 01

Planning inquiry as Cement Company object to their land being included in town planning scheme # - CDN 20 03 01

1920 03 03

Cambridge Town Planning inquiry considers objections of cement manufacturers about land Cherry Hinton Road; proposes new road from Cherry Hinton Road to Fen Ditton Road across Coldham's Common; had been excavation for coprolites and foundations were bad, brick pits. Was good supply for Cement works but this meant noise, dust and smoke – Ch 20 03 03a

1920 04 07

Sussex Street to be widened, proposed cinema vetoed as would delay work on houses; suggestion that council buy plot and erect municipal cinema to avoid paying heavy compensation – Ch 20 04 07a, b

1920 04 21

New Road. A proposed road in Cambridge, which new will relieve the pressure of traffic in Silver Street, was described at a meeting of the Cambs. County Council on Saturday. The Town Council had written to the County authorities stating that they proposed to promote a Bill in the ensuing session of Parliament, and that they would be prepared to insert a clause providing for the construction by the County Council for a by-pass road from the Barton Road to Hills Road, with the necessary bridges. The Roads Committee of the County Council considers that such a road would be a desirable improvement, and the County Surveyor, the County Architect, and the Borough Surveyor are to confer with a view to preparing a plan showing the suggested links for the proposed new road, together with an estimate of the cost. Alderman J. Q. Vinter said that the time had come when there should be proper communications between these districts. Councillor W. L. Rayners observing that the scheme might not be clear. It consisted of a road starting at the corner of the Barton Road, next to the Caius Ground, going down over a sort of drift way towards the bathing sheds at the bottom of the Lammas Ground, which the Borough bought a little while ago, then across some private land reaching the river. There was a bridge, and over that bridge the road would join on the Pemberton Estate and link up with Chaucer Road, then reaching the main London road. It would then turn back a little way to the bridge over the Brook, joining up with Brooklands Avenue. It would make a main by-pass road which would avoid the necessity of using Silver Street, a main road with a bridge which was often dangerous for the traffic. The County Council agreed that the Town Council should be asked to insert a clause to the proposed bill which enable 20 04 21 CIPof

1920 10 22

Is insufficient garage accommodation in Cambridge, particularly on market days when cars are seen standing unattended in many of the thoroughfares. Some owners draw up at the garages and when informed there is no room for them leave the vehicles outside and proceed to do their business. - CDN 20 10 22

1922

Corporation proposals for the widening and improvement of Sidney Street and the lower part of Petty Cury met with vigorous opposition. In 1922 they had taken powers to prescribe frontage lines and in 1924 when Messrs Woolworth's and Sainsbury's came to Cambridge they agreed to set back their premises and gave the land to the Council. Various other places were reconstructed and now the frontage line had been prescribed from Sainsbury's to Millers with the exception of Almond's and the Prudential Assurance Company. 35 04 10 & a, 35 04 11

1922 07 25

The principal new roads proposed as part of the Cambridge town planning scheme include a main road starting from Red Cross, on Hills Road, going approximately north to Newmarket Road at the corner of Fen Ditton-lane, divided into sections. Number 3 runs in a straight line as far as the old Newmarket railway line and then slightly curves into Mill-Road. There are two branches which both lead towards the station. It will be necessary to form a subway under the railway or bridge the line,

unless this line, which at present is only used for storage of railway carriages, is done away with altogether 22 07 25

1922 09 13

The Ministry of Health Inquiry into the proposals for the development of the east side of Cambridge was conducted at the Guildhall. There was practically no opposition. It will be remembered that the scheme provides for the laying out of 21 new roads or streets, including a main road from Hills Road to Newmarket-road. The area includes 502 acres in the rural district of Chesterton 22 09 13

1923 09 28

Cambridge town council agreed a scheme to construct a road across Coe Fen from the Coach and Horse public house, Newnham, to Coe Fen Lane. The Ministry of Transport have agreed to pay half the cost, and the road will be commenced almost at once so as to provide work for the unemployed during the coming winter. The scheme had been before the Council for nearly 20 years. Nine or 10 schemes had been presented and each member of the council appeared to think his particular scheme was the best. The great advantage of the present scheme was that the whole length of the road would be on the council's own land. 23 09 28 [3.2]

1924 04 25

A consistory court heard a petition by the vicar of St Andrew the Great, Cambridge, for permission to sell to the corporation a strip of land in the church grounds required for street widening purposes. They all knew that the streets were hopelessly inadequate to deal with the volume of traffic which passed through. The only possible alternative would be to pull down the front of Christ College. If that strip of churchyard were taken and added to the street there might be less risk of accident, and the church would not press the claims of the dead at the expense of the claims of the living 24 04 25

1924 05 24

At Cambridge council Alderman Starr said a number of buildings in Hobson Street were coming down. It would make it a 40 feet road and they believed it would eventually become a very important thoroughfare. Unfortunately they were up against a very difficult problem at the Sidney Street end because they had a bank on one side and a college on the other. But this was really a safety point because converging traffic would have a slight obstacle to pull them up 24 05 24c

1924 12 02

The question of a parking place for buses and private motor cars was discussed at some length by Cambridge town council. The Watch Committee suggested that Drummer Street should be used as a parking place for motor cars and buses. The Surveyor submitted a plan which included taking in a portion of Christ's Pieces. It was resolved that the scheme should not be entertained and a proposal be considered for constructing a parking place on Butts Green

1924 12 06

The Town Clerk reported the receipt of a petition against the erection of a bridge over the river at Walnut Tree Avenue, Cambridge. It stated that the present extensive outlook of considerable beauty across the Commons was much appreciated by the residents and this would be practically eliminated by the approach to the proposed bridge. The value of property would be considerably depreciated 24 12 06

1925 06 20

The "one-way" traffic system in Petty Cury, Cambridge, has now been in force for so long that most people have come to regard it as a settled thing, but the regulation has to be formally approved by the Minister of Transport. The only criticism is that ordinary bicycles should be included in the term

“vehicular traffic” but the Chief Constable takes the view that to prevent these riding both ways as at present would cause more trouble than the change would be worth 25 06 20

1927 04 06

St Mary's St - Great St Mary's church council replied to the Corporation's plans to widen St Mary's Street. They cannot sanction obtaining a faculty for the proposed work as increased heavy motor traffic coming so close to the church will be a very real danger to the safety of the foundations and fabric. Widening the street would create a death-trap and they propose to adopt every means in their power to prevent the scheme being carried out. 27 04 06

1925 07 06

The Ministry of Transport inquiry into the one-way vehicular traffic scheme in Petty Cury & Market Street, Cambridge, was held in the Guildhall. There was a very small attendance. Cambridge suffered, in common with other old towns, from the traffic problem. There had always been a great deal of traffic in these streets and the congestion was very serious. Both streets were used by motor buses. There were no objections but a great body of people wanted the regulation to cover bicycles as well as other vehicles 25 07 06 c

1925 08 09

The Corporation seems to have stirred up a good deal of indignation by their proposals with regard to the Drummer Street “motor park”. In a town like Cambridge it certainly seems unwise to do anything that may detract from its attractiveness. A suggestion has been put that the ‘park’ should be established on Butt's Green and not at Drummer Street at all. A petition has been presented to the Mayor asking her to call at Town's meeting and it is hoped that the request will be acceded to c25 08 09

1925 08 12

The protest meeting against the taking of part of Christ's Pieces for parking motor vehicles attracted a crowd of over 2,000 people to Drummer Street & was marked by a remarkable climax. After a resolution of protest had been passed the crowd voted a desire to take it to the Mayor that night. Speeches had been delivered from a four-wheeled waggon and the shafts were quickly manned and the waggon containing councillors who had spoken was dragged at a good pace to the Mayor's house in Newton Road. Something like a 1,000 people followed in its wake.

1925 08 23

As the result of an open-air meeting on Parker's Piece efforts are being made to form a Ratepayers' Association whose first business will be to contest the legality of the Cambridge Town Council's action in encroaching on Christ's Pieces for the purpose of providing a parking place for motor vehicles. This was absolutely illegal. Within twelve months the continual movement of vehicles on what was virtually a made-up bog the road would drop six inches. The Ortona Bus Company will be the first people to say they have been pushed into a rotten corner that is of no use to them c25 08 23

1925 10 22

There was another ‘battle of the bridges’ at Cambridge Town Council when the question of the erection of bridges across the Cam was brought forward. With the opening up of Mill Road there were people who only got ten minutes home to dinner owing to delay at the ferry. The Paving committee recommended that the footbridge at Pretoria Road be proceeded with and that a temporary footbridge be erected at Dant's Ferry pending construction of a vehicular bridge. It was dangerous to go over Victoria Bridge and they must have a new vehicular bridge if only to modify that danger 25 10 22

1925 11 28

Drummer Street proposals go ahead, opens in November & various country buses stop there rather than on Senate House Hill; later Ortona also use it, causing overcrowding & disputes [1.14]

1926 12 02



The official testing took place of the bridges along the new road through Coe Fen, The Fen Causeway. They are Snobbs' Bridge, Flood Water Bridge and the River Bridge. The last is the most important and five steam rollers and one steam tractor, together weighing 63 tons were driven across it, passing each other, thus making 63 tons rolling weight, equivalent to about 100 tons dead weight. The Cambridge Borough Surveyor and councillors boarded a punt and viewed the deflectometer under the bridge, which gave a satisfactory reading. The foundations consist of 100 piles of 40 feet length, weighing about four tons each

1926 12 09

Fen Causeway, the new and important link between Newnham and the rest of Cambridge, was opened by the Mayor. The bridge and its approaches were gaily decorated with bunting and presented a colourful scene. The project of relieving Silver Street traffic had started as long ago as 1904 and discussion had gone on for nearly 20 years before the Town Council approved the plan in 1923. Nine proposals had been put forward and had it not been for the urgency of the unemployment question the same position would have existed today, only instead of nine there might have been nineteen different schemes (Laughter). Public enquiry held Feb 1924, work started May 1924. Had been considerable opposition - 'ugly & spoil amenities of Coe Fen & Sheep Green but this some monstrosity they had conjured up" 26 12 09

1927 03 03

The chief engineering feature of regional planning will be a new ring road all around Cambridge about two miles from the centre of the town. One length would be a road running north and south joining the Hills Road with the Newmarket Road, a length of about three miles. Certain roads and bridges were contemplated to obtain an inner ring road around the central portion of the town. Mr C.H. Tebbitt said that what had been done haphazard in the villages was the joy of the countryside and he wondered what would have happened to these beauty spots if they had been regional planned. 27 03 03

1927 04 06

St Mary's St - Great St Mary's church council replied to the Corporation's plans to widen St Mary's Street. They cannot sanction obtaining a faculty for the proposed work as increased heavy motor traffic coming so close to the church will be a very real danger to the safety of the foundations and fabric. Widening the street would create a death-trap and they propose to adopt every means in their power to prevent the scheme being carried out. 27 04 06

1927 07 02

Sir – the work has been started to widen Victoria Avenue, Cambridge, from the Four Lamps to Victoria Bridge. The roadway when finished will be wide enough for vehicle traffic to proceed four abreast. The Bridge will not be so wide as the road and heavy traffic may mean serious congestion. Some suggest the road over the bridge may be made wider by making the footpaths overlap the river. If this were done the narrow road on the north side would be an obstacle and as this roadway cannot be made right through to Chesterton Road this scheme should never go forward – E. Clayden 27 07 02 [3.21, 49.62 1.7]

1928 01 11

An inquiry was held into Cambridge council's application to borrow money for the purchase of property in Peas Hill for an extension of the Guildhall. There was an increase of administrative staff and the offices were not adequate to enable the duties to be carried out efficiently. With the acquisition of the property the Corporation would hold the entire island site which would facilitate the suggested scheme for the reconstruction of the Guildhall. They had been met in a conciliatory spirit by the owners of the property and a favourable provisional agreement had been arrived at.

1928 01 27

Cambridge council discussed recommendations to build a bridge over the river at or near Abbey Road. An inner ring road would circle the town on the outskirts which was necessary in view of the ever-increasing traffic and congestion in the centre of Cambridge. They suggested that a direct by-pass road be constructed by linking Chesterton Road with Milton Road

1928 03 03

Magdalene St - Magdalene College hopes that a start will soon be made on the building of a new court on the opposite side of the Street. Plans have been drawn up for a three-sided brick court open to the river, traditional in style. The flank parallel with Magdalene Street will not interfere with the existing shops, but the thoroughfare is long overdue for widening and from the remodelled bridge there would then be a noble prospect of the new court with a lawn or gravel forecourt separated from the pavement by a low parapet. 28 03 03

1928 09 05

Planners suggested there should be a belt on the west side of Cambridge where, if there were any development at all, it should be very sparse. Most of the land belonged to the colleges and it would be a good thing if they got together and put their estates into the hands of an association so that land which would be sterilised would be balanced by other where development was allowed. Ribbon development was bound to continue but there should be a very wide belt between the road and the houses. While people could buy frontages to public roads at about £2 a foot they did not mind going out a few miles. 28 09 05

1928 10 20

"There are probably a large number of people in Cambridge who would like to pull down half the colleges for street widening purposes and more who would be entranced by a design for a new King's College Chapel, done by the Borough Surveyor and suitably embellished with pagodas & geraniums", claims The Observer. The article includes the headlines 'A Threat to Cambridge. The Vandal on the Backs. Blackpool-on the-Cam'. It reveals how ignorant they are of modern Cambridge opinion. 28 10 20

1928 10 23

Market Hill - What is probably the largest single deal in Cambridge business property ever known has just been completed. A well-known local young man has purchased property with frontages in Market Hill, Petty Cury and Sidney Street and this will be developed by a company consisting of Cambridge people. It includes premises occupied by the Craft Shoe Company, the Cambridge Chronicle offices and printing works and Boots the chemist. As Messrs Boots recently secured a large amount of property in Petty Cury and Sidney Street it would appear that big changes will be seen in this part of town when both sites are developed. 28 10 23

1929 02 19

Cambridge councillors debated the proposed exchange of Butts Green for New Square in order that it might be converted into a parking place. If I lived in New Square I should not be at all pleased at the idea of that nice little patch of green giving way to a parking place, but if I had a business establishment in Fitzroy Street I should say "Yes, let the cars park there by all means". There is a danger of New Square being built upon in the near future and residents may consider a car park the least of two evils. Others are concerned about using the amenities of Butts Green, though one questioned whether it was used for anything but beating carpets.

1929 03 22

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least of two evils. Others are concerned about using the amenities of Butts Green, though one questioned whether it was used for anything but beating carpets.

1929 12 02

An interesting improvement scheme will shortly be undertaken in Petty Cury and Sidney Street. Messrs Boots the Chemist have acquired extensive property with a view to re-housing their old establishment which has grown during some 30 years. Now the time is ripe to erect an emporium to provide an attractive shopping centre for patrons of all classes. The architect is Mr Percy J. Bartlett of Nottingham and his primary consideration is an external appearance that will harmonise with Cambridge's noble architectural traditions and raise the standard of commercial architecture. Building operations will commence early in the New Year CDN 2.12.1929

**1930**

1930s

*A Ring Road was proposed for Cambridge before the war. It was to run from Trumpington Road and Brooks Road to Coldham's Lane, then on across Milton Road, Huntingdon Road and so to Hills Road. Thousands of pounds were spent to make a dual carriageway from Coldham's Lane to Ditton Walk with a ramp six feet high to start the viaduct across the river. This section was completed and only required the final tarmac surface. Now half of the dual carriageways have been dug up and the ramp bulldozed & excavated several feet down & hundreds of tons of rubble carted in for new foundations to make what is left of the Ring Road curve into Ditton Walk. It appears that houses are to be built on what was actually the destroyed part of the road. The completed Ring Rd would have catered for through traffic. It cost many thousands of pounds to make and over £34,500 to destroy 59 09 01 [5]*

1930 01

Opposition to Regional Planning Scheme proposals for a Ring Road [6.14]

1930 03 19

Sidney Street: Demolition work has just begun on the Sidney Street corner of Sussex Street as a first step towards the most important of reconstruction scheme for the improvement of Cambridge for many years. Sidney Sussex College will develop the whole side on modern lines; within the next year an imposing block of buildings, providing shops and offices will rise. It will be connected to Hobson Street by an artistically-designed crescent and colonnade of 12 shops which will allow vehicles to pass freely in the middle of Sussex Street. The most striking feature will be seen in the further development of the north side 30 03 19b

1930 03 22

There never was a time surely when there were so many works of destruction going on as at present. Little bits of old Cambridge are going one by one and elaborate new buildings are rising up in their place. Following demolition in Petty Cury and Sidney Street now we see old houses and shops in Sussex Street being knocked down. No wonder that those who come back to the town after a few years' absence express amazement at the changes they see. When we think of the bridges built at Newnham and Chesterton, of the streets that have been widened, the new recreation ground opened and the great business changes effected in the heart of the town we may well gasp. 30 03 22 a

1930 05 19

Cambridge has found dealing with motor traffic increasingly difficult in recent years, Counsel told an inquiry. He emphasised the inconvenience to motorists when no central parking places were available but now the council had made an agreement with Jesus College for the use of New Square as a car park in exchange for Butt Green and a piece of Midsummer Common. It would mean the surrender of 2½ acres of Common Land, but it would remain undeveloped & would allow the college to make a new entrance. The scheme was approved. 30 05 19 & b

1930 07 21

Cambridge planners say that Huntingdon and Barton Road are already practically fully developed on both sides, similar building is taking place along Trumpington Road & housing in Madingley Road will increase now the sewers are laid. There will probably be spur roads which will have no regard to the traffic needs of the area as a whole and the result will be a hotch-potch similar to that before the days of town planning. Soon there will be no possibility getting a cross-road between Huntingdon Road and Trumpington without the demolition of buildings or serious interference with the land-owners. 30 07 21a-c

1930 07 25

The controversy over the University Farm on Huntingdon Road was resolved when Cambridge councillors rejected proposals for a road across the land. It had never been a ring road, only a road to be planned in the event of traffic conditions demanding it. It was altogether wrong to put an arterial road in the middle of a rural area which they desired to preserve and which they hoped would never be required. They should ensure that Grantchester and Coton were not swallowed up by Cambridge in the way that Trumpington and Girton were. 30 07 25a-c

1930 07 25

Cambridge councillors have received consent for a new road from Milton Road to Histon Road at a cost of £18,135. St John's College would give the land which was required for housing purposes, it would be one of the best estates and the frontages would sell at very high price. Grants have been received for King's Hedges and Green End Road as part of the unemployment scheme with one-third of the labour being imported from the distressed areas. 30 07 25d

1930 09 03

Another example of the 'new Cambridge' in the making is the extensive site on which Magdalene College intends erecting an imposing new wing. It is at the rear of the Pickerel and Cross Keys yards originally occupied by Bird's vinegar and mustard factory. Mallory Court will provide the principal access but eventually a complete transformation will be effected by the demolition of all the property between the bridge and Northampton Street making Magdalene Street a broad and handsome thoroughfare. 30 09 03c

1930 12 06

Sir. All Cambridge men will be alarmed at the threat to build an arterial ring road bisecting Grantchester Meadows. The meadows are owned by King's College. We regard their preservation as a trust; we will not build on them, nor near them. We will do nothing to change their character and refuse to contemplate such a calamity – The Dean of King's 30 12 06

1931

Sidney Street: rebuilding on east side for Dorothy, Woolworths etc [IC.11.1]

1931 05

Sussex St demolition 1929-30, rebuild 1931 [6.13]

1931

Deed of covenant signed by Cambridge Preservation Society, Kings college & Borough council for preservation of college land in Grantchester area; Society paid £7,549 into university & college estates account of Ministry of Agriculture & Fisheries to safeguard college land from development, part of £10,000 grant from Pilgrim Trust; borough undertake not to plan any ring or other road

crossing college property or sited nearer to Cambridge than southward of the village of Grantchester [49.62.9]

1931 06 12

The new road under construction between Milton and Histon Roads provides some exceptionally attractive sites for those wishing to erect a private house. It has much to recommend it as Chesterton is a very popular district but most of the available land within a reasonable distance of town has already been taken up. The plots are for the erection of private dwellings only and no bungalows or inadequate houses can be erected. 31 06 12k

1931 08 21

The parishes of Histon and Impington will vote on proposals for an extended Borough of Cambridge taking in the rural district within a three-mile radius. There was little desire on the part of rural residents to come into the Borough, there was no real community or interest between them. Cambridge would really be a little county with a population greater than Huntingdonshire. But what was left of Chesterton RDC would be unable to function and the administration of the rest of the county would be extremely difficult. 31 08 21c

1931 11 27

The question of the development of the industrial side of Cambridge has cropped up periodically over a good many years. Hitherto works and factories have not been encouraged - the serene, academic atmosphere should be maintained at all cost. But economic pressure, the diminution in the spending power of the undergraduates, depression of agriculture and trade have hit the town very hard. Cloistered calm is all very well, but people must live. 31 11 27b & c

1932 03 23

After all the controversy and heated arguments of a few years ago, there was no excitement at the opening of the New Square parking place. The council turned up in force and from under the shelter of umbrellas watched the Mayoress drive her car through the pale blue ribbon that had been knotted across the opening. At last motorists have a place where they can leave their cars and not come into the police courts. The Master of Jesus suggested that path inside the trees should be known as Coleridge Walk. 32 03 23b

1932 04 06

Sussex Street: new shops open [1.5]

1932 04 13

Large new buildings designed by Sir Edwin Lutyens are part of a comprehensive extension scheme by Magdalene College on land originally occupied by Bird's vinegar and mustard factory. For two years it has been one of Cambridge's biggest building contracts but the comparative obscurity of the site has kept it out of the public eye. Eventually the whole of the west side of Magdalene Street from the bridge to Northampton Street will be cleared for reconstruction with a more imposing bridge and a further college wing at right angles to the present one. 32 04 13

1932 05 14

King's Parade - There is praise for the improvements along King's Parade effected by the substitution of the low stone balustrade for the old hurdles and the construction of the light railings to separate King's College and Senate House Yard. All the work has been done by local labour. Messrs Coulson and Rattee and Kett have been the builders and the iron railings have been made by George Lister and Sons. 32 05 14a

1932 06 04

A new Cambridge Guildhall should be built on the corner of East Road and Parkside where the site is three times as large, meeting the requirements of the Corporation for many years. The existing Guildhall on Market Hill should be replaced with shops on the ground floor and offices and flats above, councillors have recommended. 32 06 04a, 06a, 06aa

1932 08 06

“Milton Road merry-go-round” - Mitcham’s roundabout installed [2.3]

1932 11 26

St Andrews Street: Llandaff House pulled down [1.17]

1933 05 26

Sidney St - Proposals to set back the line of buildings in Sidney Street would leave only two small properties jutting out between Woolworth’s and the corner. There was no room for people to move on the pavement and it would be a great improvement. But Mrs Rackham said it was unreasonable to pay so much money: the owners demanded compensation that equated to nearly half a million pounds an acre. This was not new: when a building line was prescribed in King Street, property which formerly sold at £1,500 immediately fetched £2,000. 33 05 26 f & g

1933 08 28

Market Street: Changing face of Cambridge – Stetchworth diaries Market Street shop –33 08 28

1933 09 19

Cambridge Guildhall dated back to about 1782 and there had been various extensions. In 1928 the Corporation bought shops in Peas Hill to allow for rebuilding. The possibility of providing shops on the ground floor had been considered but this would not allow sufficient offices for the extra staff needed to cope with their increased duties, an Inquiry was told. 33 09 19

1934 03 08

A question of moving back the railings on Christ’s Pieces to extend the Drummer Street parking station again came before the council. Councillor Stubbs had opposed it from the first; at weekends there was congestion of buses in Drummer Street at a place where pedestrians were crossing. Councillor Few said it was unfair to the railways who had to find their own land for parking: it was the buses that took up the space and it was wrong to give up public property for them. But Mrs Hartree said the car park was chiefly for the people from the rural surroundings and was very important. The vote was tied. 34 03 08

1934 05 15

Marshall’s Flying School propose to carry out improvements to their aerodrome and had purchased Elfleda Farm through which the proposed Ring Road would run. They asked the Council to move the route slightly east. But the Surveyor said this was not possible. The whole of the land is zoned for dwelling houses and this would be have to be borne in mind if any proposals were made to them for further developing this aerodrome. 34 05 15

1934 07 11

The Cambridgeshire Regional Planning Report, a handsome volume illustrated with original woodcuts and photographs, contains many valuable suggestions for the development of the county. In villages the problem is not only one of controlling new development but also preventing their decay and alteration of character. Provision must be made for industrial expansion around Cambridge. The Government should construct new roads and the Roads Beautifying Association advise on the planting of verges with flowering shrubs to enhance their scenic value. 34 07 11 [3.1]

1934 08 01

Gonville and Caius College's scheme for the complete rebuilding of the block of shops and houses on the north side of Cambridge Market Hill has been finally approved. At present the site from Rose Crescent to St Mary's Court is occupied by a group of houses, mostly of the 18<sup>th</sup> century. Their disappearance will be regretted, even by those who knew how dilapidated they had become behind their neat Georgian facades. But the whole effect of the completed block should stifle these regrets. The shops will be set back seven feet with upper rooms carried on slender pillars. 34 08 01 [1.1, Ic. 6.17]

1934 08 03

Sidney Street: widening proposed [1.2, 1.19]

1935

Peas Hill: houses on west side demolished for Arts Theatre [IC.8.15]

1935

Market Hill: rebuilding on corner of Rose Crescent [IC.6.15]

1935 04 10

Corporation proposals for the widening and improvement of Sidney Street and the lower part of Petty Cury met with vigorous opposition. In 1922 they had taken powers to prescribe frontage lines and in 1924 when Messrs Woolworth's and Sainsbury's came to Cambridge they agreed to set back their premises and gave the land to the Council. Various other places were reconstructed and now the frontage line had been prescribed from Sainsbury's to Millers with the exception of Almond's and the Prudential Assurance Company. The Surveyor said the street was urgently in need of widening to cope with increased traffic 35 04 10 & a, 35 04 11

1935 04 10

Demolition work on Peas Hill for the new Guildhall has led to an architectural discovery of outstanding interest. It has revealed the residence and business premises of a well-to-do Tudor merchant which was subsequently divided up into a detached and two semi-detached houses. The magnificent front was covered up with lath and plaster in the reign of Queen Anne and finished with mock bricks. Dummy eaves were also added. Now each piece has been carefully taken down and numbered for preservation and re-erection. 35 04 10

1935 05 24

Silver Street: demolition for Walnut Tree Court, Queens College [IC.11.15, 6.3]

1935 06 01

"Never before has Cambridge witnessed so much pulling down & building up" [1.20]

1935 06 05

Cambridge Town Council was among the pioneers of town planning, the Mayor (Ald R. Starr) told a conference. "We town planned the eastern portion of our Borough in 1927. Why we did such a small portion I cannot understand, though I was chairing the committee, but we got on with it very satisfactorily. In 1928 we launched the Cambridge and district town-planning scheme and since then have been sticking very truthfully to it, dealing with difficult problems". Town planning is not smooth. It is full of snags with so many people to consult, he warned. 35 06 05 & a

1935 08 28

Sidney Street: New front to Lloyd's Bank – photo – 35 08 28a

1936 05 25

The Gog Magog Hills are in immediate danger. The rapid progressive uglification of Cambridge means that already the view is spoiled by 'the thoughtless spawning' of houses higgledy-piggledy. The Preservation Society has no money and it is no use leaving the matter to that body. Colleges and private owners should be compensated for the difference between what they would get by selling land for building and agricultural use. The 'Cambridge Daily News' should start a fund and undergraduates organise a flag day, Professor Rattray urges in an article in 'The Times' 36 05 25b

1935 06 26

The proposed Cambridge town planning scheme envisages a ring road to encircle the whole town with the construction of by-pass roads and the improvement of dangerous junctions. The level crossings on the Milton and Cherry Hinton roads will be replaced with bridges. An area of 190 acres on Milton Road opposite the sewage farm acres is reserved for a municipal aerodrome with a municipal golf course off Trumpington Road 35 06 26a

1936 03 28

Under new restrictions Cambridge motorists may not travel from Market Hill towards Trinity Street or into Bene't Street from King's Parade. You may not drive into Sussex Street from Hobson Street or into Corn Exchange Street from Downing Street, nor turn at Burton's Corner, Petty Cury to go to the Victoria Cinema or from Wheeler Street into Peas Hill to get to the Arts Theatre. But cyclists may walk with their bicycles either way as they do at present in Petty Cury and Market Street. Restaurants will have to speed up their service if they wish to cater for those who leave their cars outside, for only a quarter of an hour is permitted. Travellers who do not want to get indigestion had better make use of a parking space! 36 03 28b

1936 04 18

The work of pulling down and building up in Cambridge goes merrily on. Anyone revisiting the town after only a few years' absence must be amazed at the remarkable changes taking place from the old Post Office to the Catholic Church. In a few years this will form the most important and best shopping centre in Cambridge. Now no.14 Regent Street, which was built at the end of the 18<sup>th</sup> century, will be pulled down by Messrs Herbert Robinson to make an extension of their business. This will mean a further improvement in the building line with a consequent street widening. 36 04 18b

1936 04 25

Sussex Street: north side demolished, rebuild similar to south side [1.24]

1936 05 30

Fitzroy Street shop owner blames losses on Corporation slum clearance and multiple shops 36 05 30

1936 12 08

The draft Cambridge town planning scheme would see the construction of bridges and closure of the level crossings at Histon and Shelford with footbridges for pedestrians. The line of the Ring Road from Huntingdon Road to Shelford was agreed and the difficult question of the aerodrome settled. 36 12 08

1936 12 10

Cambridge Town Planning scheme – 36 12 10g

1937 02 25

The Gogs preservation scheme is intended to secure the uplands and keep them open for the people of Cambridge at all time. The Prime Minister wrote a letter endorsing the appeal. There was a danger land might be developed for houses and once this started there was every possibility of it spreading.



Speculative builders were spoiling the country. They bought materials cheaply and dumped them anywhere they chose, building incongruous houses all over the country. 37 02 25 & a

1937 07 16

Trumpington consisted largely of houses strung out along the main road but new plans for development on land owned by the Pemberton trustees would create a self-contained colony with a recreation ground surrounded by 280 houses. It would allow the village to develop a character rather than being a string of houses, an Inquiry was told. The Council would also like to borrow £13,300 to purchase part of the Cherry Hinton Hall Estate for public walks and pleasure grounds. The Hall might become a headquarters for the propagation of plants. This was likely to be a centre of considerable building development and it would be right to secure such open space 37 07 16

1937 12 13

The Borough Council approved a scheme for a ring road from Coldham's Lane to Ditton Walk. This would be a dual carriageway with a grass strip 26 feet wide between them, a nine-foot wide cycle track and paved footpath. It would be reduced to 100 ft under and near the bridge which would carry the railway over the road near Coldham's Lane. This will be constructed by the railway company. The cost would be £77,550, to which must be added the construction of a soil sewer. 37 12 13b

1937 12 16

Back in 1924 Green End Road and Kings Hedges Road were narrow country roads with hedges on each side and a narrow carriageway in the centre with rough grass margins on either side. Then the Cambridge Town Planning Scheme began to evolve and development started to take place. The Corporation built some wood framed houses on the west side of Kings Hedges Road and the housing society erected houses on the same side of Green End Road. Gradually houses began to appear on the opposite side and then the proposed ring road was agreed. Builders told to keep their houses far enough back to enable the required width but then the council purchased the land and constructed the ring road in front of the properties without any cost to them. The same procedure was followed on King's Hedges Road from Milton Road to the old borough boundary 37 12 16c

1938 02 03

King's Hedges Road was shown as a private carriageway under the Inclosure Award of 1840, so why was it now repairable by Cambridge ratepayers, Councillor Edwards asked. The Town Clerk said that in 1912, when the Borough was extended, part of King's Hedges Road was handed over by Chesterton Urban District Council as a highway repairable by the inhabitants at large and in 1934 the County passed over the remaining portion on the same terms. It seemed Chesterton UDC had simply begun repairing the road thus making it a public highway. It was a mistake made in good faith and it would be a waste of time to consider it further. 38 02 03b

1938 03 15

Drummer Street park was made for private cars, and now they seemed to be letting the Bus Company monopolise it; they should find a parking place of their own, a councillor urged. But Ald Starr said it was opened not for private cars but for the benefit of the working men and women who came into Cambridge by bus. Now it was used as a car park by professional and business people who left their vehicles there all morning and afternoon. Coun Stubbs said they were at their wits' end to know what to do with the traffic. It was easy to talk about telling the Bus Company to find a new park, but where could they go? 38 03 25a

1938 03 21

Eastern Counties Omnibus Company complained of difficulties manoeuvring their buses at the Drummer Street terminus. They suggested the Corporation reduce the width of the footpath. The Borough Surveyor disagreed. He suggested that the space reserved for the parking of cars should be reduced by 54 feet from the high kerb against the coffee stall. But the Watch Committee decided that

the time was now approaching when Eastern Counties should cease to use Drummer Street and consider the provision elsewhere of their own bus station 38 03 21a

1938 04 30

The proposed new buildings for St John's College involve the immediate erection of buildings to complete the present Chapel Court with wings projecting beyond to the north and east. These should be ready for occupation by Michaelmas 1939, including 50 undergraduates and ten fellows' sets of rooms. There will be an open court facing Bridge Street should the houses eventually be taken down and the road widened and ultimately a riverside court overlooking Magdalene 38 04 30 & a

1938 07 22

Amongst the many improvements in Cambridge during the past few years there is none more striking than that which has been effected in Sussex Street. Those who recall the dark narrow lane of bygone days, with its overhanging roofs on either side, and its small, ill-lit shops, will hardly recognise the imposing street that has emerged from the builders' hands. When the first part of the scheme was completed it gave promise of a really worth-while improvement, and now that the other side of the street has been given a new face, with its line of modern shops and shop-fronts, the full effect is visible. Sussex Street is the most striking of the many improvements made in Cambridge during the past few years. 38 07 22

1938 07 27

Silver Street Bridge was at present 21ft 6ins wide. Some years ago the Council bought land on the south side to enable it to be increased to 28ft when re-building was done. But it was unnecessary to increase it to 40ft as the road beside the old buildings of Queens' College could not be widened. Now the college wanted to redevelop and had offered land provided the bridge was widened – 38 07 23a & b Borough council decide to apply for funding – 38 07 27

1939 03 07

Cambridge & District Town Planning scheme inquiry heard that Grantchester Meadows, a large area of land between Cambridge and Coton, the University Farm and land at the Gog Magog Hills had been safeguarded. An area of 160 acres near Trumpington should be reserved for a municipal golf course. But at Rectory Farm, Milton the field the Corporation wanted to take was the only old pasture on the farm and the tenant had 21 cows and a bull. If he had to give it up it would take 10 years before the grass would be useful for milking purposes 39 03 07a

## **1940**

1940 01 30

Ministry veto new houses, price agreed for Marshall's land, ring road work continues – 40 01 30b, c

1943 05 07

Cambridge will need 4,000 new houses after war say planners – 43 05 07

1946 07 19

Undergraduates under 22 banned for keeping a motor vehicle within 25 miles Gt St Mary's if proposals accepted; those eligible to drive will need licence from Proctor – 46 07 19

1946 11 05

Plan for new town in Cambs welcomed - 46 11 01; alternative to 'urban sprawls' – 46 11 05

1947

Cambridge loses planning powers to County under Town & Country Planning Act & Holford appointed consultant to County Council

1947 01 13

One-way system introduced St Johns St & Trinity St, Green St [3.4, 3.5]

1947 10 01

The Chief Constable (B.N. Bebbington) told Cambridge Rotary Club that he would like to see a scheme whereby traffic was banned - at least buses and heavy traffic - in the centre of Cambridge. "In Petty Cury on Saturdays there is insufficient room for traffic, let alone pedestrians. It would be more satisfactory if that central part of the town was for pedestrian traffic only. That is a sweeping thing to say and will not find favour in all quarters". Referring to criticism that the one-way traffic scheme soon to be introduced in the centre of town was "the wrong way round" he explained that it diverted from the town centre the large amount of traffic going to the station from the Chesterton direction and would encourage lorry drivers passing through Cambridge to take the route through the Backs. More car parks in the centre of the town were obviously a need, and there were plans in existence to provide them 47 10 01

1948 05 19

Fears about Cambridge's famous "Backs" being incorporated in a Trunk Road system were expressed at a County Council meeting and one member declared that if the amenities of the "Backs" were spoiled the "whole feeling of the town" would be altered. The committee requested the Minister of Transport to expedite the construction of a ring road so as to relieve the "Backs" of through traffic

1948 06 01

Today the one-way traffic system designed to relieve congestion in the centre of Cambridge came into operation. In Sidney Street and Bridge Street the traffic will flow in a northerly direction towards Magdalene Street from the town centre, while in St John's street and Trinity Street it will flow in a southerly direction towards King's Parade. In Green Street traffic will flow in one direction from Gifford Place to Trinity Street - and the remainder of Green Street will be open for two-way traffic. This extension of "one-way" traffic will link up with the system now in operation at St Mary's street, Market Hill (north side) and Market Street 48 06 01

1948 06 04 c

Sir - the one-way system has certainly created danger spots at the corner of St John's Street, Cambridge. They could be remedied by putting traffic lights there back into operation. The only alternative would be to divert all traffic into Petty Cury. Every user of Petty Cury will have to agree that it is already far too narrow even for the present volume of traffic - pedestrians are crowded into the roadway and bus drivers often have their work cut out to squeeze their buses through at walking pace. Short of some more radical plan (e.g. banning all motor traffic from the streets round Market Hill) I think the one-way system is as good as we shall get - A.E.B. Owen 48 06 04

1948 07 26

The "chaotic condition" of Cambridge traffic was explained by Ald W.J. Taylor at a meeting of the County Council when he said: "They have tried to bring traffic into the town for the sake of the business of the town. They never thought to plan the town properly and the widening of some of the streets has been the biggest mistake there ever was. They talked about the ring road but took great care they never made it so that motorists should come in and spend their money". Councillor Dennard said the one-way traffic system, with streets used as car parks, had caused chaos

1949 07 20

The Ministry of Transport has refused a request by Cambridge Corporation for a grant towards the cost - estimated at £23,288 - of work on the ring road between Coldham's Lane and Ditton Walk. A

grant from the road fund was out of the question as the work was of “purely local necessity” and there was no prospect of completing the ring road for some years 49 07 20

1949 07 25

The Ministry of Transport’s refusal to accede to their application for a grant towards the cost of building a ring road from Coldham’s Lane to Ditton Walk was attacked at the meeting of the Cambridge town council. Ald. Raynes said they had decided in 1938 to proceed with a ring road on the East side of the town to link up Milton Road, over the river and railway on the north side, and the Hauxton and Hills Road on the south side. It was a tremendous job financially, and would obviously serve the nation and not merely the ratepayers of Cambridge.

1949 09 06

Sir - None of our streets in Cambridge is wide enough to allow vehicles to be parked all down one side, as they do now. Petty Cury, on a Saturday especially, is almost a death-trap. The pavements are not wide enough for people to walk more than two abreast; therefore they walk on the road, thus giving bus drivers in particular a nightmare. This could be relieved to a certain extent if there were no vehicles parked all down one side. I suggest a big improvement would be the abolishing of all street parking and a municipal car park made on Midsummer common – Frederick Prior 49 09 06

1949 09 16

Sir - I should like to see a stop put to the continued attempts to introduce new industries and build up Cambridge into an administrative centre. No one can deny that the town centre is grossly overcrowded consequent upon the locust-like plague of foreigners and civil servants that have descended during and since the war years. Wherever the spread continues the town centre will still be the main shopping centre and conditions will steadily deteriorate until it becomes imperative to demolish and rebuild and so destroy the old and loved Cambridge with its unique old-world charm, and transform it into something unattractive and ordinary – “Simplicitas” 49 09 16

1949 10 12

Cambridge town council considered the proposed resiting of the war memorial. A scheme for a traffic roundabout at the Station Road junction means that if it were left in its present position it would be marred by the number of “Keep left” bollards and other traffic signs which would be necessary for the direction of traffic. An alternative position involved the acquisition of certain land fronting the Botanic Garden which would provide a restful haven away from traffic. None of the Servicemen’s organisations was in favour of the removal of the War memorial from its present position.

1949 11 01

Holford Report presented to Borough for consideration - “did not consult them while preparing it”. Considerable disagreement eg County want Spine Relief Road & to close Magdalene St while Borough want to widen it & rebuild bridge [1.11] (ironically the press report omits the word “out” to report statement: “ it is possible to sort the traffic problems with widening ancient Streets throughout 49 11 01[1.10])

1949 12 22

The Mayor of Cambridge, Ald W.G. James, spoke of the new town plan and said: “Planning has ceased to be a phase in our national existence; it tends to be a disease. Looking back through the ages I don’t think Cambridge is really such a bad old town, and I think if the planning of our borough was left a little more to the people who live in it – and have to pay for that planning – that we should not make such a dreadful mess of it as people living outside think we might. Some of the current proposals are so drastic that if I come back in 100 years I shall not be able to recognise the Cambridge

I knew. I believe in planning for the future, but to live in chaos for a generation for the sake of one's grandchildren is a little too altruistic"

## 1950

1950 01 30

Holford Report published

*This document that would have a profound impact on the development of Cambridge. The County Council had employed planning consultants Professor W.G. Holford and Mr H. Myles Wright to consider the future.*

*Plan envisages a Cambridge with several new roads, three new bridges, an expanded university with one or two new colleges and a maximum population of 100,000 people.*

*Cambridge had already grown considerably in recent years and a further large growth of population would have no benefit to its residents. It would remain a small University market town.*

*University expansion was inevitable and proposed that all sites west of the river between Huntingdon and Barton Road should be regarded as a reserve for University building.*

*The housing shortage was already so great that the present inhabitants could not be housed within ten years. The area had virtually no unemployment and there were already about 1,800 jobs on offer so industrial development was to be prohibited.*

*A three-storey car park at Lion Yard to accommodate 400 cars, with shops on the ground floor and pedestrianised precinct.*

*The historic centre was unable meet shopping needs of future, "We regard Fitzroy Street as ... a valuable relief for shopping pressure on the older centre"*

*Included proposals for East & West Cambridge by-passes, Chesterton (Elizabeth) Bridge, Cross Town route & Spine Relief Road from Huntingdon Road crossing the Cam on a brand new bridge and running over Jesus Green and Christ's Pieces to Drummer Street. [2.4,2.3]*

1950 05 03

Population increased 16% between 1937 & 1949, compared to 1% for London; 500 due to national increase, 17,000 come to work in town; population now 84,000, should stop at 100,000 [3.7]

1950 06 26

Current tendencies towards over-planning and regimentation were criticised by the Master of Downing College at Leys School speechday. "I cannot but be disturbed at the modern tendency for intensive planning and indeed super planning where we have ever-growing hedges of regulations and a tendency to judge men by their records in a card index. Would the prize-winners of the future have their careers chosen for them by a civil servant – helped by a psychiatrist – who would study the child's records from his first protest to the world to his leaving school. One day frustrated middle-age would rise in revolt and consign the super-planners to a gigantic bonfire of their own plans", he said

50 06 26

1950 11 30

Local tradesmen are becoming worried about the parking situation in Cambridge. They fear that if this goes on the people will not come shopping in the town, said a solicitor appearing for a motorist summoned for a parking offence. Altogether there were 16 cases before the court and fines totalling £12 10s were imposed. One motorist, whose car was punctured late one night, parked it in a side street off Mill Road and knowing that the battery would last only two hours at the most had not put his lights on. There was nothing else he could do. He was fined 10s.

1950 12 04

Sir – Cambridge tradesmen are beginning to fear lest they should lose an appreciable amount of custom as a result of the prohibitions regarding shopping by car in the principal streets of the town. Let the general body of tradesmen follow the example which a few far-seeing individuals have already set – that of opening suburban branches to which the main trade can, in course of time, be

transferred. Let nothing be done to retard the growth of the brave new Cambridge visualised by our civic leaders – a dream city from which vehicular traffic of every kind has been excluded and from which all the crumbling and deserted business premises have gradually been swept away – D.B.M.C

1950 12 09

“The almost hopeless state of parking in Cambridge” was referred to when Ald F.J. Priest urged the demolition without delay of Liddiard’s garage on St Andrew’s Hill – thus providing parking spaces for some of the season-ticket holders at Lion Yard. The building had been scheduled as an ‘architectural novelty’ but there would be no objection to its immediate demolition.

1951 01 23

Cambridge town planning committee say there can be no justification for a spine relief road between Histon Road corner and Jesus Lane merely to preserve for a few years more buildings on the west side of Magdalene Street which, although of some architectural interest, are sub-standard from every other point of view. Pending demolition the commercial use of the buildings should be terminated, doing away with the necessity for vehicles to wait outside 51 01 23

1951 02 26

A number of proposals to alleviate Cambridge’s parking problem have been compiled by the Chamber of Commerce. They include the triangular site on the corner of Silver Street & Queen’s Road used as a military car park during the war; the site on Trumpington Road formerly occupied by army huts but now in temporary occupation by squatters; at Castle Street opposite the Shire Hall and also on Butts Green during the building operations at Lion Yard.

1951 03 14

Cambridge Council is to recommend a scheme for a multi-deck car park at the Lion Yard. The Surveyor suggests all adjoining property owned by the council should be demolished, the opportunity being taken to widen Corn Exchange Street and St Tibb’s Row and that the possibility of further extensions to St Andrews Hill for offices, shops or increased car park facilities should be borne in mind. He submitted a plan showing a building of six floors which could accommodate 825 cars

1951 06 11

The Cambridgeshire of the future will have a number of new roads, fire & police stations, sewerage schemes, old peoples’ homes, a new children’s home and a mental deficiency colony. Planners say villages recommended for enlargement include Milton, Fulbourn, Shelford, Barton and Coton where the population will increase from 400 to 1,840. Road improvements recommended include a bypass to the east of Girton relinking the road interrupted by the RAF station but Cambridge bypasses are not shown as surveys show there is no immediate need for them.

1951 06 15

A new one-way traffic system around the Cambridge guildhall comes into operation on Monday. The direction of traffic in Wheeler Street will be reversed to complete the circulatory flow around the guildhall into an anti-clockwise direction and traffic around Market Hill in a clockwise flow. Buses will be unaffected by the new order but say instead of hordes of cyclists crossing over in their path all vehicles will turn in the direction the buses approach the guildhall. The scheme has resulted from the necessity to ease traffic around the guildhall in view of the proposed Lion Yard car park development

1951 07 20

“Utmost vigilance” on the part of the Cambridge Trades Council was needed to make sure the city council does not “pull a fast one” in its proposals to reserve a slice of Parker’s Piece for car parking facilities. “I think the City council have put this back for six months and will bring it up again when they think it has all died down”, said the chairman. “We don’t want to lose even a piece of one of the

city's cherished beauty spots". There was no need for a parking site in Regent Terrace as the accommodation of other parking places was not being overtaxed 51 07 20

1952 01 14

Sir. Twenty-five years ago Magdalene College started a scheme which might have involved the widening of Magdalene Street and the removal of buildings opposite the college. But it does not now contemplate the completion of the scheme and is now strongly opposed to the widening of the street and the demolition of the buildings on the west side. The College would be strongly prejudiced if it should be divided by a street similar in character to the widened part of Bridge Street and would strongly object to such a change of character and loss of amenity in the neighbourhood – Henry Willink, Master. 52 01 14

1952 05 05

Cambridge city council would like to see Christ's Lane opened out as a thoroughfare to be used by the omnibuses and other traffic to alleviate congestion in the City centre and provide relief for Emmanuel Street. The present country bus station at Drummer Street would then become the main stopping place for the local buses which now pick up and set down passengers in Sidney Street constricting the traffic flow. They also propose a new road on the line of Post Office Terrace to Wheeler Street. With Corn Exchange Street widened this would provide for a good circulation of traffic in the city centre. 52 05 05

1952 10 14

In the shadow of 15-feet-high brightly coloured maps of the proposed new City-of-Cambridge-to-be, nearly 100 barristers, solicitors and officials assembled at the Senate House for the opening of the Public Inquiry into the County Development Plan. Nearly 500 seats have been set out for objectors and for the public. Four women shorthand writers are on duty to compile a complete record of every word uttered in the course of the proceedings. The Inquiry will continue at the Senate House until Friday and then transfer to Shire Hall.

1952 10 18

I popped in at the University Senate House to see how the County Development Plan Inquiry was going and to watch history in the making. For never before has the Senate House been thrown open for the public to come and go at will. Representatives of County and City faced each other in serried ranks and aloft in the balcony undergraduates and others looked down upon the historic scene. We know the University are vitally concerned in this great scheme but their willingness to allow its use is further evidence of the very friendly relationship now existing between Town and Gown

1952 10 18

The County Development Plan public inquiry took a dramatic turn when Magdalene College announced it had decided to oppose proposals to widen Magdalene Street. The "donnish mind" did not often descend to take part in proceedings of this kind but this is a "bad plan and would be a disaster both to the University and the City of Cambridge", their counsel said. "You should not have motor traffic moving so fast that the lives of pedestrians and motorists are imperilled". Everyone wants Cambridge to remain a place in which the pedestrian, the cyclist and the motorist are more on less on an equal footing.

1952 10 23

Proposals for the bus station at Drummer Street, Cambridge, were discussed at the Planning Inquiry. The bus company preferred a station to be sited on New Square which was double the area of Drummer Street. But would passengers agree – and they are entitled to be considered sometimes. Half to two-thirds would use Emmanuel Street. The amount of bus traffic would increase if greater provision was made & there would be a traffic blockage at Four Lamps roundabout

1952 10 29

Cambridge City council has decided not to proceed with their proposal to widen Magdalene Street and reconstruct the great bridge. They had heard objections by the University and a statement on behalf of Magdalene College & believed that with mutual co-operation between the city and colleges some of the causes for the present traffic congestion could be removed. But if it became a choice of either the spine relief road or of widening Magdalene Street then they would choose the latter alternative

1952 11 05

Much of the congestion in the central area of Cambridge could be dealt with by providing car parks in the right places rather than the provision of extra circulatory routes the Chief Constable told the Development Plan inquiry. Closing of Magdalene Street would inevitably lead to an increased use of the Backs and the proposed spine relief road would not afford relief to traffic in the city centre. The police had received many complaints concerning the amount of noise at Drummer Street bus station late at night. By moving it to New Square this objection would be alleviated

1952 11 12

Ninety-one percent of the properties in the East Road area of Cambridge fell into the “short life” or “no life” categories the Development Plan inquiry was told. The area as a whole was described as “densely packed”. The age of the houses was about 100 years, they were generally poorly constructed and the worst property in Cambridge lay in the area. The plan envisages using Norfolk Street as a local shopping centre to keep East Road free for a traffic route. But Mr S.P. Yarrow, retail grocer at 35 East Road said that if he went to Norfolk Street his turnover would be cut by half. B.G. Reynolds of Renbro Wireless Services, East Road, said he had one of the best positions in the area and business would go down if he moved. They did not see why two shops in East Road should impede the flow of traffic. 52 11 12

1952 12 13

The inquiry into the County Development Plan has concluded. Its main object is the preservation of Cambridge as a University town & the deliberate prevention of its character becoming that of an industrial town or a town with large straggling suburbs. The problem of Cambridge was largely a traffic problem but measures to deal with this by the widening of streets would be a negation of the true object of planning which is to preserve the Cambridge we know today 52 12 13

1954 03 15

Properties in Corn Exchange Street may be demolished to increase parking space in the Lion Yard. It could then accommodate another 60 cars. This would bring in an increased revenue of about £1,360 per annum, but be offset by a £1,286 loss on rental from the demolished premises. Councillors were considering the early provision of a multi-deck park but until the Minister had made a decision on the development plan it would be impossible even to proceed with sketch plans. Sites have also been cleared in the Park Street area, but in view of the extremely poor access they decided to take no action to form a car park in that area.

1954 07 17

There were strong protests at plans for new offices at Shire Hall Cambridge. The new building would contain Assize and Quarter Sessions courts, offices and accommodation for the County Library. The courts at Linton, Caxton, Melbourn and Bottisham were ‘shockers’, housed in old police stations and the magistrates would be only too happy to do their work in an up-to-date building. Architects had strongly advised against cheese-pairing costs of the assembly hall: Cambridge’s lovely college buildings had been the best and had stood the test of time and the costs of labour and materials were rising. But a new plan for one-tier local government might mean the doom of County Councils and the scheme should be deferred



1954 07 19

Minister announces decision on County Development Plan, City Council challenge it in Court but is approved. The only major Cambridge items not approved are the site of the bus station between Christ's college & Emmanuel and the proposed development for residential purposes of the smallholding land north of Arbury Road. All the central area road proposals including the 'spine relief road', the new Guildhall Street and a cross-town route joining Emmanuel Street with Downing Street have been approved together with the new Chesterton Bridge over the Cam near Walnut Tree Avenue, a multi-storey car park in Corn Exchange Street and a subway at the railway station. Basic principles : Cambridge should remain principally a University city; reduce the rate at which city is growing and stabilise population at not more than 100,000; to accelerate development of villages surrounding it to accommodate additional 7,500 people; provision of comprehensive road system capable of satisfying traffic requirements in city; to limit industrial expansion in & near Cambridge and to discourage the establishment of large industries of the mass-production type within the county (certain sites may be compulsorily purchased for purpose of rehousing those industries within city which require to be moved from existing sites);generally follow lines of original proposals submitted more than two years ago; only major items not approved are site of bus station between Christ's college & Emmanuel & the proposed development for residential purposes of the smallholding land north of Arbury Rd during 1<sup>st</sup> five-yearly period of the plan [18] [3.2,3.3,3.4]

1954 07 31

Cambridge city council attacked the County Council's cavalier attitude over their grandiose scheme for the replacement of the demolished Shire Hall Courts on Castle Hill. They can no longer tolerate the attitude of a powerful section of the County Council who seem bent on pursuing their own course with all the insensibility of a bureaucratic bulldozer. The Government has indicated it is likely to introduce Local Government reform and it is foolhardy to proceed with a scheme for more office accommodation when certain functions might transfer to the City Council and thus make the extra offices unnecessary. City residents provide 75 per cent of the county rate and should have a fair say in any such scheme

1954 09 11

Mr Harold Macmillan, Minister of Housing, has approved the County Development Plan. He has decided to leave in the proposed spine relief road intended to relieve traffic pressure in the centre of Cambridge but there will be no firm decision about the road for at least five years when the matter can be considered further. But the proposal to establish a bus station between Christ's and Emmanuel Colleges should be deleted due to the effect of noise and movement of traffic on the colleges and doubts about the adequacy of the site for the size of the station which would be needed.

1954 12 01

Cambridge councillors suggest that 20 cottages fronting to East Road, 18 of which are empty, should be developed as soon as possible by the erection of flats. Under the new Development Plan East Road would become a trunk road and with the construction of the Chesterton Bridge the amount of traffic would greatly increase. This would cause a considerable widening and the possible construction of dual carriageways which would leave very little of the site of the cottages available for development.

1955 01 25

City appeal quashed [3.5]

1955 02 18

A scheme for the re-development of the Fitzroy Street area as the main commercial centre of Cambridge has been submitted by a London Architect. It is a counter-proposition to the official Development Plan which could only result in the eventual complete destruction of the essential character of the city. The greater part of the area consists of out-dated two-storey cottages with extensive yards and is largely a slum. Re-development is due and can be done without the restrictions

of historical associations and high land values. There would be a series of attractive courtyards unencumbered with traffic, one of which is large enough to take the place of the present Market Hill. An essential feature of the scheme is a new thoroughfare to link Gonville Place with Victoria Avenue and complete the inner Ring Road. 55 02 18a

1956 03 30

If the number of cars increases motorists won't be able to get in to Cambridge very easily because of all the stationary cars cluttering up the streets and the whole problem of parking is extremely frustrating. It is time to get tough. If we must set up car parks outside the city and run the people in by special buses then we mustn't hesitate. But the land once occupied by the old Shire Hall courts on Castle Hill would make a good site for a multi-deck car park. 56 03 30b

1956 04 19

An enquiry heard that Cambridge city council had wanted to purchase land at the junction of Fitzroy Street and Wellington Street, pull down the old houses and use the land to re-site industry displaced from the East Road area. They offered to pay the current price but the owner, a former chairman of the Council's Finance Committee, said that if the land had potential for light industry then the price should be higher. Eventually negotiations broke down. Now he applied to redevelop the area, but the council opposed his plans. 56 04 19a &

1956 07 16

Cambridge is beginning to taste the bogey of a serious traffic problem for the first time. The council has tried roundabouts, one-way street and traffic lights but the situation will worsen unless some drastic is done soon. It takes so long looking for a parking space that it would be quicker to leave the car a mile away and walk. It is better to ban all traffic from the city centre than to knock down buildings to accommodate new relief roads. Maybe this answer is too easy and not costly enough for our planners. 56 07 16b

1956 07 23

Councillors received a report on the redevelopment of the East Road comprehensive development area. The first stage provides for 51 dwellings – maisonettes, flats and houses – to house 206 people, as well as six shops and seven garages. Two more stages will see 212 dwellings, housing 737 people. There will be a district heating scheme from a central boiler house for the supply of hot water throughout the estate. 56 07 23a

1956 08 16

Arbury Estate starts [1.3]

1956 10 03

Proposal build 15-storey block flats Hills Road - highest private residence block yet proposed in England [4.2]

1956 10 16

Councillors say that multi-storey car parks should be provided at Lion Yard, Saxon Street, Park Street and New Square and 170 cars should be parked on the site of the existing police flats at Parkside. But traffic congestion in Cambridge has become so acute that 'No Waiting' restrictions should be imposed in the central area and King Street made one-way. 56 10 16a

1956 11 01

If the City Council feel unable to implement the development of the Lion Yard area, then the Government should nominate the County Council as the acquiring and development authority, councillors recommend. They have met University officials who have ask that a substantial area of floor space, including some at ground level, should be made available for their purposes. 56 11 01a

1956 11 12

Kite area: Jesus College plan expected soon [2.3]

1956 11 27

A proposal to close Christ's Lane and provide an alternative footway between Drummer Street and St Andrew's Street was approved in 1954. But now Christ's College have proposed an alternative consisting of an arcade leading into a central courtyard then through another arcade to Drummer Street. The council would be responsible for maintaining, cleaning and lighting it 56 11 27a

1957 05 15

A revolutionary – even fantastic – scheme has been put forward to use Cambridge Castle Mound as a multi-deck car park. Tunnels would be driven into it to provide space for hundreds of cars with be entrances from Chesterton Lane, Huntingdon Road and Magrath Avenue. The dirt excavated could be used for filling in Coldham's Lane pit, providing more parking spaces or building land. There will no doubt be many objections. 57 05 15

1957 05 17

Proposals have been announced for an underground car park at Parker's Piece capable of accommodating about 5,000 vehicles. When complete it would be unaltered on the surface but beneath would be many acres of car parking space with four sloping entrances. It will take two years to build and be cheaper the present scheme for a multi-deck park on Lion Yard a councillor claims. 57 05 17a

1957 07 02

"A fever of demolition has seized the city" as little houses demolished East Rd area and elsewhere - Times [19]

1957 07 23

Plans for a new car park at Parkside should be deferred until the proposed underground park at Parker's Piece is debated, councillors say. But they would deplore anything which would affect its amenities. The ground would take three years to be 'reinstated' ready for playing and there would be an area of the Piece which would be permanently sterilised by the construction of entrance and exit ramps, emergency escapes and ventilation apparatus. 57 07 23

1957 10 14

Proposals for an 800-space car park under Parker's Piece are technically impossible, opponents say. There are 'certain unsound features', it would be detrimental to the area and it would take years for the ground to be reinstated. The cost would probably be as great as that of the planned scheme in Lion Yard, though no car park of this nature has yet been constructed. But Labour councillors want it carried out as a matter of urgency. 57 10 14 Parker's Piece scheme rejected – 57 10 18b

1957 10 18

In 20 years' time Lion Yard car park will be outdated as the centre of the City will eventually have to be roped off from traffic, Canon Mervyn Stockwood told the council. He had frequently been up to the top of Great St Mary's and seen the appalling havoc of the central area in recent years. Now they proposed to put up a 'cheap and efficient sort of skyscraper'. He continued: "We are custodians of one of the most famous cities in the world. That sort of building cannot add to the dignity and loveliness of Cambridge" 57 10 18c

1958 09 25

An inquiry into plans for the compulsory purchase and clearance orders affecting 67 houses in East Road, Fitzroy Street, Adam and Eve Street and Gloucester Terrace heard from three objectors. Mr J.N. Baldry had plans to develop his site in connection with his mineral water business. But the Medical Officer said the area contained some of the worst houses in Cambridge: they were all unfit and clearance would serve the interests of public health. 58 09 25

1958 11 12

A Chesterton Bridge was proposed over 50 years ago but no work had been started. A Ministerial ruling had decided in favour of the route from Milton Road to Trumpington Road via Haig Road, Cam Road and Walnut Tree Avenue and this would be designated a Trunk Road in due course. However funds were limited and other works had priority. 58 11 12

1958 12 19

Traffic over Hills Road railway bridge, a bottleneck on the principal road into Cambridge, is extremely heavy. Visibility over the summit is severely restricted and many accidents have occurred there. The existing steel plate girder bridge has deteriorated with age and now work will start to provide a new twin two-lane carriageways and footpaths. The new bridge will be designed to allow for widening should additional railway tracks be needed in the future 58 12 19b

1958 12 22

New schemes for the rebuilding of the Lion Yard car park and the surrounding area are being examined by town planning experts. It may be comprehensively re-developed to include a multi-storey car park and additional shopping facilities served by a new road passing through the middle of the area. But some say that instead of a broad shopping street, which might attract more traffic into the already overcrowded centre, it should be a 'pedestrian shopping precinct' with cars being parked a short distance away 58 12 22 [2.4]

1959 01 13

Seven schemes are being considered for the Lion Yard area. It is felt essential for the financial success of the proposals that the redevelopment should embrace the existing property on the south side of Petty Cury from the Post Office to the Lion Hotel. It should extend over the existing car park to Downing Street and be linked with Emmanuel Street. The University are interested in obtaining access to the New Museums buildings on the west side of Corn Exchange Street, but this may not be practical. 59 01 13a & b

1959 01 16

The new plan for the centre of Cambridge will have as its central feature a 'pedestrian shopping precinct' from which all vehicles will be excluded. An earlier scheme which foresaw a new and widened Guildhall Street running through the Lion Yard, with new shops and a multi-deck car park, has now been dropped after being criticised as likely to attract too much extra traffic. The proposal incorporates a car park which might be placed underground. But it is certain that Corn Exchange Street would become an important vehicular road. 59 01 16

1959 04 29

The City Council is to consider the largest project ever undertaken in Cambridge. The giant Lion Yard scheme includes a two-decker underground car park taking 731 vehicles, a unique 'pedestrian shopping precinct', a new central library, residential hotel and a petrol filling station. Jesus College have also submitted a scheme for the redevelopment of the north side of Fitzroy Street. Many think

that increases in shopping facilities ought to take place as an extension of this well-established area. 59 04 29a-d & 59 04 29e

1959 05 01

The giant scheme which is to transform the centre of Cambridge received the approval of the City Council. Not one hand was raised against it when the question of developing the Lion Yard—described as ‘that revolting area’ - was put to the vote. It would make it possible for townspeople to do their shopping away from the traffic on broad footpaths and provide a much-needed car park for more than 700 cars, removing the ‘long-term parker’ from town streets and leaving the kerbs free for motorists who wish to park for ten minutes. 59 05 01a,b, c & d

1959 05 09

Lion Yard: University object [2.6]

1959 05 21

“The Lion Yard scheme is the biggest re-development scheme yet in England, if we omit the blitzed cities”. Ald W.G. James told the Women’s Lunch Club. “In some respects it is more difficult, for the bombing often obliterated whole areas and redevelopment could start on virgin sites. Here, boundaries, established buildings and all manner of things have to be considered”. Everyone agreed the area required comprehensive development but there was a divergence of opinion on how this should be done. A compromise was sought by 30 people on the County Planning Committee but as there were 30 different opinions, nothing was done. 59 05 21b [13.1]

1959 06 18

The giant new Prudential Building on the junction of St Andrew’s Street and Emmanuel Street incorporates the latest building techniques with heating and hot water provided by electrical units which take power from the mains during ‘off-peak’ hours and store it for use during the day. Acoustic ceiling tiles provide quieter working conditions, floors are of a coloured plastic tile and decorations in pastel shades. The basement contains a large garage and special storage to cater for the large use of bicycles by staff. 58 06 18

1959 06 20

When the elaborate scheme for the redevelopment of the Lion Yard area was approved one could be forgiven for being rather carried away by the sheer magnitude of the whole thing. What was to have been just a car park had rather surprisingly blossomed into a complete new city centre and we were impressed by the dazzling piece of town planning so adroitly placed before us. Since then we have had time to mull over the full implications. Cambridge still retains something of its own individuality and it would be tragic to turn it into just another New Town. The scheme is a town planners’ dream. It must not become a ratepayers’ nightmare 59 06 20 & a

1959 07 04

A Cambridge man living in Los Angeles cautions against the new Lion Yard proposals. “Who is going to occupy the new offices and shops? If Cambridge thinks they can concentrate business in town and solve the car parking problem with a few hundred spaces they are indulging in the fondest of illusions. Parking meters in the streets don’t help: they only add to the irritation of shoppers, free parking has become the essential stock-in-trade. In America down-town shopping areas are dying and shopping centres miles out of town are the new thing.” 59 07 04

1959 07 24

Lion Yard costs have risen colossally and some councillors hoped the Minister would turn the scheme down so they could start again. They could build a car park on the site more cheaply but they were bound to the developers, Edgers, and they would be a laughing stock if they went back on their word.

It was the public who determined where the city centre should be and that was where banks, theatres and cinemas had moved. When a slump came it was those on the outskirts that closed down. The scheme must go forward. In the long run it would prove economical. 59 07 24a, 59 07 24b & c

1959 07 24

Councillors withdrew their attention from the Lion Yard area to a part of the city which some have always considered of equal importance – Fitzroy Street. This should be comprehensively redeveloped to provide residential, shopping and business facilities with a new bus station. The Lion Yard should be developed with a library, civic restaurant and small car park, leaving the frontages as they are, some argued. 59 07 24a, 59 07 24b & c

1959 08 10

Lion Yard development public inquiry: over 1,000 sign petition against scheme – 59 08 10a

1959 08 14

The new Silver Street Bridge is now fully open and there can be no doubt it is an exceptionally handsome piece of work. But after traffic had been admitted it was reduced to a single line again, pumps were sent for, coffer dams sunk and the word went round that all was not well. Rumours said that contractors had discovered an underground cavity, the bridge was sinking and that concrete was having to be pumped in. The County Surveyor cancelled a meeting with the press but a councillor said it was normal settlement and there was nothing wrong. 59 08 14d [3.7]

1959 09 01

A Ring Road was proposed for Cambridge before the war. It was to run from Trumpington Road and Brooks Road to Coldham's Lane, then on across Milton Road, Huntingdon Road and so to Hills Road. Thousands of pounds were spent to make a dual carriageway from Coldham's Lane to Ditton Walk with a ramp six feet high to start the viaduct across the river. This section was completed and only required the final tarmac surface. Now half of the dual carriageways have been dug up and the ramp bulldozed & excavated several feet down & hundreds of tons of rubble carted in for new foundations to make what is left of the Ring Road curve into Ditton Walk. It appears that houses are to be built on what was actually the destroyed part of the road. The completed Ring Rd would have catered for through traffic. It cost many thousands of pounds to make and over £34,500 to destroy 59 09 01 [5]

1959 09 12

The present shambles known as the Lion Yard has for too long been a bone of contention. The council meetings have been stormy and wrangling has not been confined to the city. Eventually some form of compromise will be reached and some kind of order imposed on this part of the Cambridge. But before its future is finally decided archaeologists hope they will have the opportunity to investigate its past. 59 09 12

1959 09 30

The area between East Road, Norfolk Street and St Matthew's Street comprises narrow streets and courts of dwellings of the demolition standard, creating a general impression of decay. The whole area should be demolished and rebuilt, the Surveyor told an Inquiry. Every house in Staffordshire Street was damp, some roofs are sunken and some water closets are across the street from the houses they serve. But many owners objected to plans for compulsory purchase. 59 09 30c & d [4.5]

1959 11 11

The proposed Lion Yard scheme provided for a pedestrians-only shopping precinct linked to Petty Cury, office space (to be offered to the University if needed), a new Emmanuel Road, the widening of Corn Exchange Street and an underground car park including space for 750 cars of which 230 would be for office staff. There would also be a new telephone exchange, an Inquiry was told. The scheme would be completed by 1965. 59 11 11c & d & e

1959 11 19

The University thinks the Lion Yard scheme was bad planning. They are not opposed to a pedestrian precinct nor to some commercial development but preferred a mixture of University use with a concert hall seating 1,500 and some shops and offices to fill in. This would attract far less traffic at peak times. Others thought the Corn Exchange might make a site for a car park with an elevator to take cars to the upper floors. Shops could give 'Free parking vouchers' for customers who spent more than £5. This would attract shoppers into the car parks and make them economical. 59 11 19 a & c

1959 12 03

The Inquiry into the Lion Yard scheme was told that the Petty Cury frontage should be excluded from redevelopment: the present useful buildings would be preserved and the character of the street maintained. But Planners said they could not be adequately served as they lacked any rear access. Runciman's veterinary premises in Downing Street had been used for 150 years and were specially designed for the purpose. They have dealt with animals as small as a mouse and as large as an elephant. The proposed replacement buildings were incompatible with the character of Cambridge 59 12 03 & a & 04 & 04a

1959 12 05

The official inquiry into the Lion Yard Re-development Proposals – that erstwhile car park scheme blown up to make a planners' holiday – covered 15 days and produced over half-a-million words. The sponsors of the scheme and the many objectors have placed their cases fully and fairly – and sometimes forcibly. One of the main criticisms is that no evidence of the financial side was submitted. Very few members of the public attended but there was a 'full gallery' on the final day. It will be six months before the Minister's decision is made known. 59 12 05

### ***1960s The Cambridgeshire Collection has detailed newspaper cuttings files from this date***

1960 01 16

So Cambridge must be destroyed. Country folk from the surrounding pastures have decreed that, just because she develops a bald patch on her Lion Yard. But even when Petty Cury has been rebuilt with modern materials the day must come when all the new buildings fall down. But by 2020 there will be no cars, and therefore no parking problems; only the original debt. No one can possibly question the integrity of the City Fathers: by their very selection they are men apart

1960 01 21

City councillors decided to drop proposals to use Butts Green as a car park for two years - even with the Lion Yard car park finished and new car parks in King Street and Park Street, there would still not be enough parking and it would never be reinstated. The income would never meet expenditure. Eventually Cambridge would have a city centre park charging about one shilling an hour. If Butt Green was to be charged at sixpence nobody would use Lion Yard and the council would be sabotaging their own scheme. 60 01 21

1960 03 11

The City Council is to pressure the Ministry of Transport about the proposed new bridge over the river at Chesterton. The route was approved four years ago and both Messrs Pye and Marshalls – the two large employers of labour in the area – consider it to be a matter of urgency. But the Mitcham's Corner improvement scheme would be relatively inexpensive and was being forced on them by the Government. This would further delay the proposals to provide a complete bypass on the Chesterton route. 60 03 11

1960 03 12

The Minister has confirmed compulsory purchase orders concerning houses in Norfolk Street which the City Council are anxious to pull down for the second stage of the East Road redevelopment scheme. The area affected was generally dilapidated, over-crowded and of a demolition standard with some of the buildings giving a general impression of decay. Now they can go ahead with erecting new houses, flats and shops 60 03 12

1960 03 25

Three new major building projects are all progressing satisfactorily. The first storey of at least one building on the Churchill College site is already visible from Madingley Road. The cast iron arches of the old Garret Hostel Lane Bridge have been removed with a temporary wooden structure erected over the river. In East Road the scheme for redeveloping a large area previously occupied with derelict buildings is rapidly taking shape. Maisonettes will be constructed in the first stage followed by shops, flats, roads and houses. 60 03 25d

1960 04 26

Parking meters may be installed in Cambridge. It would cost sixpence to park for half-an-hour in an inner zone. When the time has expired a yellow flag flicks up and a patrolling parking attendant will place a yellow excess charge notice on the car. It can then stay for a further period when a red flag flicks up. This makes the motorist subject to prosecution in the courts. Two hours later and the car can be towed away. Councillors expect a certain amount of objections from shop-keepers and think yellow lines on the roads will injure the town's appearance. 60 04 26a [7.22]

1960 05 03

Light industries already accommodated in Cambridge may be moved to a site to the east of Milton Road. S.G.B. have applied for eight plots for workshops on land used for breaking up Army vehicles. Part is used by the Cambridge Pre-Cast Stone Company and is within the proposed Green Belt. It is an area of no great beauty, is primarily derelict and very little use for anything else, an Inquiry was told. 60 05 03b

1960 06 21

It took twenty men twenty hours at the week-end to demolish Cambridge's old Hills Road bridge – twice as long as the contractors had anticipated. Originally it was thought that the removal of 140 tons of steel girders would take a little over eight hours, but the trains passing underneath proved a little more troublesome than expected. The men took advantage of the frequent breaks to wipe the sweat from their brows and light a cigarette. The scene resembled firework night for, as the oxyacetylene guns cut through the girders, a spray of red hot sparks would fall on the ground giving an impression of a 'golden rain' 60 06 21

1960 08 12

Plans for a proposed dual carriage road from Cambridge to Newmarket show the existing roadway as the 'left-hand' lane with a similar road running parallel to take traffic in the opposite direction. The famous avenue of trees near the July racecourse would act as a division between the two carriageways. There could be a roundabout where the road joins the A11 at Stetchworth Toll. Repairs and modifications have been carried out on the existing road for 14 years. Some of the first workmen employed just after the war were German prisoners. 60 08 12

1960 08 30

The Minister has rejected proposals to redevelop the Lion Yard area by the building of a giant car park, shops, offices and hotel. He called the scheme 'basically unsound' as it envisaged shop and office expansion instead of decongestion in the central area and crowded too much development on to the site. He also thought that commercial expansion was neither necessary or desirable. The scheme was formulated by city and county council architects after years of study and research. It included a



750 place car park with petrol filling station and an unusual shopping precinct where all vehicular traffic was barred. 60 08 30 [2.8]

1960 10 12

Sir – plans to make the centre of Cambridge a ‘Pink Zone’ with parking meters will have serious implications. Whereas currently 50 cars are parked in Jesus Lane, only 30 can be accommodated at meters. The result will be chaos with cars milling round in vain trying to find a parking space. Can anyone imagine a motorist being prepared to pay sixpence or a shilling to leave his car for three minutes while he takes his suit to the cleaners? Lion Yard is often full by 9.30 am and if the city is to prosper we must have space for vehicles. The only answer is to provide some very large multi-deck parks, then make motorists use them by restricting waiting on the street – ‘Fair Play’ 60 10 12

1960 10 28

Over 100 houses and shops, a Church Institute and a public house in an area near the Roman Catholic Church, Hills Road, may be compulsorily purchased by the City Council. Properties in Coronation Street, King George IV Street, Union Road, Bentinck Street, Princess Street and Queen’s Street have reached the end of their useful life and were unfit for human habitation. Slates were off the roof, they had rising damp and woodworm. But shopkeepers protested and one owner said she was very attached to the house and it would be a great hardship to leave. 60 10 28

1960 11 22

Land between Kings Hedges Road and the Arbury Estate may be bought by the city for housing – 60 11 22a

1960 11 24

‘Elizabeth Bridge’ approved in principle by Council [8.5]

1961 01 02

A questionnaire shows that most people think the Lion Yard area should include a concert hall, civic restaurant, hotel and assize court together with a library. This should feature a record section, an art lending department, reading room and small exhibition area. There should be a municipal crèche where children could be left while their parents shopped and a car park reserved for those who worked in the Guildhall. Half of the respondents were in favour of traffic wardens and parking meters, though some said they had no experience of them, while 81 per cent wanted a pedestrian precinct. Other suggestions included a news cinema where people could wait in comfort for evening buses and supermarkets near the edge of the city 61 01 02a

1961 01 11

Cambridge University published proposals to enhance the city’s character as a university town. Historic buildings would be retained and where redevelopment is essential the new buildings would be on a scale and character compatible with the central area. The Lion Yard development could include a civic hall which is needed both by city and university together with a library and small art gallery. If the City Council cannot pay for it then the University and some of the colleges should join in a developing consortium to provide the necessary finance to carry out the development and benefit from the profits. The only area of Cambridge suitable for a regional shopping centre is that around City Road and Fitzroy Street. It has space for shops, restaurants, car parks and houses and could be well-served by public transport. By contrast the city centre does not meet the land requirement unless there is such demolition that it would affect the character of the area. The roads are poor and provision of adequate car parking would be an impossible task. 1961 01 11, 61 01 11b, 61 01 11c

1961 01 20

New Square was a very good site for a multi-deck car park, councillors were told. But Coun P.J. Warren said that when the site was conveyed to the Corporation in 1923 they’d given an undertaking that no building would ever be erected there. Even now they were spoiling the best example of

domestic lay-out in Cambridge. People who lived in New Square already had enough to put up with without such a suggestion. It should never be raised again in their lifetime, the Traffic Committee agreed 61 01 20

1961 03 29

University announce plans rebuild Science Island - New Museums [4.7]

1961 04 28

City councillors decided to go ahead with a plan for a multi-deck car park with shops and filling station on the ground floor, in King Street. Steps will be taken to acquire the land from Jesus College by compulsory purchase if necessary. Congestion in the city centre is getting near to desperate: eventually parking meters would be needed and there had to be somewhere for cars to go. But it would commit the council to building a multi-deck car park when there were no details of the financial implications, Councillor Warren warned. 61 04 28c

1961 06 13

Sir – some of the tower blocks proposed by the University for the New Museum site would be twice the height of King's College chapel. They are opposed to the very character of the historic centre. If approved it would be impossible to object to other towers such as those of the Lion Yard that have been criticised by the Preservation Society. Would it not be better for the gradual transfer of science buildings to the west of Cambridge where a development architecturally worthy of the University could take place? – V.I. Glaster 61 06 13

1961 06 22

The Minister of Transport has issued orders for the construction of a new bridge over the Cam at Walnut Tree Avenue. Now work can start 61 06 22

1961 07 08

By 1966 it is hoped that the new trunk-road linking the main Cambridge-London and Cambridge-Newmarket Roads will have been fully operational for some years. East Road would then be carrying about 1,000 vehicles an hour and Winton-Smith applied to build a petrol station in place of their slaughter house. But planners told an Inquiry that it would interfere with the free flow of traffic and cause confusion for motorists 61 07 08

1961 10 09

Inner Relief Road: general line was known in 1950, more details 1954. Would provide access to centre point without permitting traffic to enter central area and divert non-stopping traffic from centre [2.4]

1961 11 04

University plans rebuild Science Island - New Museums – rejected by City

1961 10 12

County propose new Mitcham's, demolish property etc. [4.8]

1961 11 16

A cluster of balloons was flown over Cambridge to give an idea of how the proposed 200ft towers of the 'Science Island' off Corn Exchange Street would look from the Backs behind the famous King's College Chapel. Theodolite readings were also taken from Rose Crescent. The proposal has been rejected by planners 61 11 16a & b

1961 12 01

A bold scheme to transform Cambridge Market Hill into the 'finest piazza in Europe' would involve banning traffic in King's Parade, demolition of a few buildings on the corner of St Mary's Passage and the complete clearance of the Market Place. The screen in front of King's college would be removed and the Senate House and Law Department buildings linked together to form one magnificent spacious vista, says architect G.M. Vickers 61 12 01b

1962 01 10

Minister says County proposals new Mitcham's are too costly [4.8]

1962 01 04

A Council debate to decide whether to create a post of City Architect ended in chaos after the Mayor stopped discussion. A qualified architect is vital if development is to be continued with taste. Council estates were dull in lay-out and their roads were not up to modern traffic. Uninspired planning must be stopped now. At a time when the Lion Yard, Museum site and City Road area are in the melting pot they should have the advice of an architect, some councillors felt. 62 01 04a [2.13]

1962 01 05

Barnwell and Wadloes Roads, sections of the Whitehill housing estate, were intended to be part of a ring road on the eastern side of Cambridge. That project was abandoned years ago but now they could form part of a proposed eastern by-pass. This should take priority over the 'Spine Relief Road' which was planned to run from Huntingdon Road, across Chesterton Road, over the river and up to Jesus Lane, councillors agreed. 62 01 05a

1962 01 31

An experiment to prevent traffic jams at Mitcham's Corner was judged a success. It reroutes traffic along the Milton Road junction road island around the houses, and makes several of the nearby side streets one-way only. One-way traffic means cars could use the whole of the road and motorists would soon get used to it. Only three policemen would be needed to help control the traffic if the scheme was put into operation. 62 01 31

1962 02 02

The city council want a three-storey car park in King Street, between Malcolm Street and Manor Street. There would be space for 260 cars together with a filling station and a maximum of nine shops. It would form part of the pattern of perimeter car parks with another in Park Street. There would be an inner 'control zone' and an outer area for car parking administered by meters. This would accommodate over 400 more vehicles and relieve congestion. Motorists were reluctant to use parks away from the city centre as they wanted to get as near as possible to their places of work, an Inquiry was told. 62 02 20 & a 62 03 22a [7.24]

1962 03 19

Work starts demolition New Theatre buildings, St Andrew's Street [4.10]

1962 04 21

Kite area: endorsed as shopping area by city - develop shopping facilities & relieve pressure centre [2.10, 4.11]

1962 05 03

An inquiry into the Bradmore Street area heard that 119 houses between Petersfield, East Road, Broad Street and the CCAT were unfit for human habitation and should be demolished under the slum clearance plan. The area would be used for extensions to the college and the Mill Road Sorting Office. But six householders objected. One lady had lived in her home for 50 years, she was 89 and blind and

would find it difficult to move. Another had been deaf and dumb from birth; she had lived there for 54 years and was frightened at the prospect of being relocated. 62 05 03a

1962 05 07

Mr Jack Cotton and Mr Charles Clore, the property millionaires, have bought the site of Heffer's from Emmanuel College on the understanding that the bookshop will be rehoused in any new redevelopment of Petty Cury. Their company, City Centre Properties, acquired the adjoining Lion Hotel site last year. The Director of Dolamore, the wine merchants, who hold the freehold of most of the corner with Guildhall Street, would not say whether they had also approached them. Recently this part of Petty Cury was included in the area scheduled for redevelopment. The firm also have an interest in the New Theatre site which is now being demolished to be replaced by a block of offices 62 05 07 [13.3]

1962 05 09

Cambridgeshire Planning Department has described the University's scheme to create a new regional shopping centre in the Fitzroy Street area as 'basically an impractical proposal'. Their idea is incompatible with the County Development Plan principle of restricting industrial and population growth. The extra traffic would mean roads would have to be improved to urban motorway standard and rehousing the existing residential population would impose a severe strain on the building industry 62 05 09a

1962 05 31

The University's proposals for the future development of Cambridge are designed to enhance its character as a university town. The Lion Yard area should include a multi-purpose public hall, for which they have offered to pay half, a new public library, exhibition gallery and arts centre. There would be a regional shopping centre in the City Road area including department and chain stores with large scale car parking and the segregation of pedestrians from traffic. 62 05 31a

1962 06 01

University plans for city – 62 06 01c

1962 06 08

Sir – the subject of traffic problems is perennially popular. I suggest building an orbital road around Cambridge with a number of tiered car parks. All cars would be required to park and the journey would be completed by bus. Since everyone would use them the service would be well patronised. It would spare Cambridge from being a mere island set amid roads and car parks, bathed in swirling mists of exhaust, serenaded by that odious sound of creeping, choking traffic – R. Hennessey, Brookside. 62 06 08c

1962 06 09

"Leave all cars at city boundary & travel by bus" [19.12]

1962 06 16

City Road residents form association fight University plans [4.11]

1962 06 25

Public inquiry into future development of Cambridge Inquiry highlights three divisions of opinion. University plans for the future of Cambridge envisage that in the Lion Yard there would be a new hall for conferences, concerts and all kinds of music with a new library, small shops, cafes and homes for 300 people. A new regional shopping centre in City Road would be free of all vehicular traffic and there could be more homes on the site than before. The housing areas which are close to the centre are also the oldest and many are in need of redevelopment. Already 4,000 people have had to leave since 1950 but the University wants to see at least as many living in these areas as were there ten years go.

County accept library but reject concert hall. City want commercial development in new pedestrian shopping centre 62 06 25 [2.11, 2.12]

1962 06 28

Lion Yard: Inquiry highlights three divisions of opinion. University want commercial development restricted to new regional shopping centre Kite area with Lion Yard to have amenities like library, art gallery, concert hall etc. County accept library but reject concert hall. City want commercial development in new pedestrian shopping centre [2.11,2.12]

1962 07 05

County Council plans for a new "Inner Relief Road" linking the Huntingdon Road-Castle Hill junction with Hyde Park Corner would cost £932,000 (£16.3m today). There would be a new bridge over the Cam at Jesus Green with an underpass at Four Lamps before the road continued to Parkside and Regent Street. This figure did not include the cost of acquiring additional land. It was needed to deal with traffic problems in Magdalene Street which is very narrow, an Inquiry was told. 62 07 05b

1962 07 09

Arbury 11-storey flats plan - protest [4.13]

1962 07 19

The University's plans for Cambridge envisage a new shopping area off Fitzroy Street providing sites for large retailing units, segregated pedestrians and vehicular traffic areas and car parking close enough for shoppers to walk. All future schemes for redevelopment of University sites should have adequate car parking; this is the University's view and they will bear their share of the car parking burden, the Estate Manager told an Inquiry. 62 07 19

1962 08 11

Bradwell's Court arcade and shop development has been a joint venture between Jesus and Christ's Colleges and Ravenscroft Properties. It stretches from St Andrew's Street through to Drummer Street bus station and provides a continuous covered route to the city centre. Work on demolishing the out-of-date shops and buildings started as long ago as October 1957 but was held up by difficulties over leases. The last tenant to go was the well-known antique dealer, Mr K.A. Rowe. By the time the University term begins again the development will be complete and all the 20 new shops and showrooms fully occupied. 62 08 11a

1963 01 26

Tower blocks should be banned from city centre says planning consultant Thomas Sharp in his report 'Dreaming Spires & Teeming Towers'. They would destroy the character of the Backs, Parker's Piece and Midsummer Common. The New Museums and Downing sites are 'deplorable in their high crowding, overdevelopment by dull buildings'. This comes when the University has plans for proposals for a tower block as part of its 'Science Island'. Any rebuilding in the central streets should be by small units rather than large-scale frontages, he says 63 01 26c

1963 02 02

Plans for the New Town area will retain the strong community spirit with different blocks of flats and houses centred on a 'village green'. There will be a church, local shops, public house, old people's flatlets, a children's playing space and hall, an Inquiry heard. However 87 properties in Russell Street & Coronation Street not fit for human habitation would be compulsorily purchased and 27 others redeveloped. The roofs are in bad shape, the brickwork and chimneys perished and all have outside toilets. It could be rebuilt in stages to minimise disruption. But some residents objected. 63 02 20

1963 03 22

Logie scheme for underground loop road & car parks from Emmanuel Road to Jesus Lane to give traffic access but unspoilt centre. Plan would extend Lion Yard pedestrian precinct to include Petty Cury, Market Square, Market Street and the area near the Senate House, stopping through traffic along King's Parade and Trinity Street. Would be an underground loop road from Emmanuel Road, under Lion Yard and up to Jesus Lane – 63 03 22a [7.26] [9]

1963 03 28

Editorial: "They come thick & fast - plans for the University's New Museums Site, plans for underground car parks with an attendant underground road, plans for parking meters, plans for a new surface water sewer, plans for a design policy for the control of the visual appearance of Cambridge. Indeed never in the history of Cambridge has there been such a paradisaical period for planners. And now ... County's turn with a scheme for a new village to the North of Cambridge" 28.3.63 [2.14]

1963 04 03

The new car park at the rear of Queen Anne Terrace has now been completed and is open for public use, free of charge. It adjoins the car park at the new swimming pool which can accommodate 67 cars and has been constructed as part of the council's policy for traffic control in anticipation of the Minister's approval of the parking meter scheme. The multi-storey car park in Park Street should be in use by the middle of the year and a decision is awaited on an application for another in King Street 63 04 03

1963 05 15

The Government rejected the City Council's scheme to build a multi-storey car park together with shops and a petrol filling station on land near the Malcolm Street junction at King Street. The site is obscurely located in a residential area and the roads leading to it are narrow, awkward and unsatisfactory. It would cause serious detriment to adjoining properties and initiate a substantial commercial encroachment to the detriment of the special qualities of the cultural and central area of the city. An alternative site should be found, the Minister says 63 05 15, 63 05 11

1963 07 16

The introduction of parking meters will cure Cambridge's traffic problems, say councillors. There will be sufficient off-street parking for motorists staying for any length of time. At present people move police 'No Waiting' signs and hope they will not be caught. When they drive away others pull into the gap without bothering to check whether they are in a restricted zone. Although police decorate them with pink tickets, the cars still obstruct a length of street until they are eventually moved. But many of the new parks are a considerable distance from the centre and motorists will just not park in Saxon Street or Queen Anne Terrace and walk in. Rooftop parking will have to be employed, perhaps at the former Herbert Robinson property. 63 07 16

1964 01 16

Gordon Logie, the City Architect spoke of his desire to see the central area of Cambridge used for pedestrians only. Traffic conditions were 'frightful', especially on Saturday afternoons. "It will be impossible for everyone to drive into the centre in the future. I am afraid that most people will have to walk in from the outer fringe car parks or travel by shuttle-service public transport", he told the Trades Council. He would like to see a new city hall and central library to replace some out-of-date shops in an attempt to make the central area more pleasant. 64 01 16

1964 02 21

Elizabeth Bridge delays, route published, 17 houses to be demolished, 67 gardens affected [8.6]

1964 03 04

Houses in Walnut Tree Avenue have been bought by the Ministry of Transport for demolition when the dual-carriageway for the proposed Chesterton bridge route is constructed. One side of Cam Road will also have to be demolished. It is expected that negotiations for the 30 properties involved will take a year to complete. The first part of the scheme will link Newmarket Road with Chesterton and Milton Roads. Later the existing roads of Lensfield Road, Gonville Place and East Road will feed into a roundabout at the junction of Sun Street and Newmarket Road 64 03 04b

1964 04 02

The Mayor of Cambridge fed a parking meter on Peas Hill with a shilling “to make them hungry and ready to bite” as one official put it, and set the new parking scheme in motion. . Long queues of traffic soon formed in streets leading to the Lion Yard car park and motorists had some acid remarks about the meters. A moped rider complained about finding a ticket stuck to his bike with thirteen inches of sticky tape. From the number of excess charges shown on the meters the city coffers will soon begin to bulge 64 04 01. 64 04 02b

1964 04 10

Work on Cambridge’s Eastern Bypass was interrupted by the war and today only a short section is in existence. It runs from Wadloes Road, across the main Newmarket Road and peters out at the end of Barnwell Road where a muddy track and footpaths picks its way towards Coldham’s Lane. Standing amid the rubbish dumps, tumbledown sheds and chicken houses which adorn this part of the route one can hear the distant rumble of traffic on Newmarket Road. It is likely to be many years before the scheme is revived. 64 04 10 [7]

1964 06 03

Whether or now new shopping development takes place in Lion Yard or at City Road the old shopping area should stay where it is and retain its highly individual character. Cambridge has continued to attract more and more visitors leading to fears of King’s College ashtrays and “Kiss me quick” mortar boards. But one development benefiting both local and visitor must be the creation of a pedestrian precinct such as the one at Harlow. It would enable streets to be given over to their rightful functions as places for strolling, shopping and gossip 64 06 03a

1964 06 06

Compulsory purchase orders have been confirmed for the clearance of areas at Napier Street, Leeke Street, Coronation Street, Gold Street and Russell Street. But the Minister has excluded some properties in Newmarket Road and Burleigh Place together with no 9 Coronation Street which his inspectors say is fit for habitation. Objectors had claimed that compulsory acquisition would cause hardship and was not necessary for redevelopment. 64 06 06a

1964 06 30

A car park was needed on the West side of the river to help clear Queen’s Road and they should consider an underground car park at the Backs, councillors heard. Park Street was a mistake because it was too near the city centre but Coe Fen was one of the best places for a surface car park. Queen Anne Terrace was a marvellous site as it could have a basement, three of four storeys of flats and a roof garden restaurant. There would be a mini-bus to get shoppers into the centre which meant the Lion Yard would be used more by people who came to park for the day. 64 06 30

1964 07 06

Cambridge expansion: Conservatives would like to encourage businesses which start in the town and want the Market Square to be the main centre. Socialists want new light industries with the Lion Yard as a civic centre and with new shopping in Burleigh Street while the Liberals favour a central pedestrian precinct with public transport in the form of a minibus service or travloator. 64 07 06a

1964 08 28

The Lion Yard area is badly laid out and contains 'obsolete development'; there should be a small increase in shopping space with the rest devoted to civic and university uses, Sir Keith Joseph, the Minister of Housing says. A brand new shopping area should be created in the City Road area – the present twilight zone. It will take traffic away from the centre, cater for modern supermarket trends and fit in with plans for the continuation of the East Road housing scheme. Traders are split over proposals for a new shopping centre off Fitzroy Street. Claude Scott, motor agents, say trade would be increased but he would seek full compensation to leave. T. Tarrant's tobacconists, say it would be good but family businessman A.P. Cook of Prospect Row, who has run a grocery store for 50 years, says he will fight hard against compulsory purchase. Mrs J.A. Douglas of Earl Street, who has just modernised her house, is horrified at the proposal 64 08 28, 28b, 64 08 28c [4.15]

1964 08 29

Kite vast rehousing people from City Road area an unenviable task- nearly 1000 houses & 65 acres in twilight zone [8.10]

1964 08 31

Nearly 1,000 houses and 60 businesses will be effected in creating a new regional shopping centre off Fitzroy Street. 64 08 31

1964 09 02

No new industries employing more than five people will be established and only a moderate expansion of those existing will be approved, says the Minister of Housing in his review of the Cambridge Town Map. The inner relief road will be rerouted to take it clear of Jesus College grounds and Marshall's garage and the Western Bypass will now run next to the University Observatory and behind properties in Storey's Way. Local shopping centres will be expanded at Mitcham's Corner, Mill Road and at the corner of Alex Wood Road. There will also be a car park to the south of Silver Street. 64 09 02

1964 09 15

Inner Relief Road: The first stage of Cambridge's Inner Relief Road would comprise twin-carriageways starting with a roundabout at Murkett's Corner, on the junction of Huntingdon and Histon Roads. The planned road goes southward through the Rex Cinema site, leaving space for the proposed law courts near Shire Hall. As it approaches Chesterton Road there will be a flyover to take the main traffic flow over a roundabout. Then there would be a new bridge over the Cam before it crosses Jesus Green parallel to Park Parade. A subway will give access under the road to Jesus Green. 64 09 15 [2.3, 2.1]

1964 10 09

Controversial plans for an inner relief road have been deferred. The general line of the road had been known since 1950. It would be an alternative to Magdalene Bridge and give better access to Park Street car park. But people along the proposed cannot sell their houses because of the uncertainty. If the Press had not reported council meetings they would not have known anything about it. 64 10 09f

1964 10 15

The City Architect will prepare a scheme for car parking on Cambridge council estates. This could be on the verge side, by rear access roads, garage courts and in front gardens. Coun. Reilly said it was wrong that people in private houses should be allowed to park in front of their property while council house tenants were barred from doing so. This was especially clear in roads where there were both council and private properties. But his pleas for council tenants to park cars on their front gardens were defeated. 64 10 15a

1964 10 23



Proposals to develop the Gonville Hotel site for a five-storey office block had been turned down on the grounds that it would encourage the introduction of new firms into Cambridge, undermining the basic principle of the restriction of employment and the stabilisation of population. Since then the council had changed its policy but had not told Sindall's the applicant. There was an urgent need for offices for professional firms displaced as a result of the Lion Yard development, an inquiry was told. 64 10 23a

1964 11 06

County Planning officer says Cambridge may grow to 120,000 [4.16]

1964 11 16

Macintosh replacement building opens - new ultra-modern, next Watches of Switzerland [4.17]

1964 11 19

University offer money to engage planning team to submit plans for Lion Yard and new shopping area in City Road as urgent action needed – 64 11 19, 19d

1965 01 30

Llewellyn-Davies invited to prepare plan for new shopping Centre, Fitzroy Street, will be financed by University £20,000 – 65 01 30a

1965 05 17

Minister of Transport to authorise the building Elizabeth Bridge following public inquiry – 65 05 17

1965 06 24

Lion Yard plans unveiled by Gordon Logie Gordon Logie plans civic hall with seating for 1,800 as main feature Lion Yard – 65 06 24, 65 06 25b

1965 09 24

Jesus announce plans redevelop King St includes rerouting Hobson St traffic – model – 65 09 24 [5.2]

1965 06 29

Jesus College announce second major redevelopment scheme within week of Lion Yard plans, this one for King Street – 65 06 29, 29a

1966

“Future shape of Cambridge” report [5.3]

1966

Scheme to make Corn Exchange into offices for City Architect [5.4]

1966

Logie unveils “Shopping Growth” plan, six possible schemes for Kite area. Includes Christ's Pieces with underground car park. Debate about Inner Relief Road would mean dual carriageway between two shopping centres. Are scrapped a few months later amid accusations that 20 years have been wasted [9] [494.5.5]

1966

Plans for regional shopping centre & Lion Yard principally civic centre approved [5.6]

1966 01 12

By year 2000 the population of Cambridge and area within six miles may have doubled from present size of 300,000 and light industrial development may be firmly established. High-speed roads will bypass a star-shaped city with network of cycle tracks, says City architect, Gordon Logie – 66 01 12

1966 01 21

New Square Residents Association issue 'The Second Centre' report opposing Inner Relief Road; seeks bus station Gold Street, one-way streets, commercial development – 66 01 21c

1966 03 16

Crumbling Cambridge: depression lurks over centre re transport policies – feature – 66 03 16a

1966 02 23

'Crumbling Cambridge' feature – derelict houses, vermin; pictures Nelson St, Coronation St, Leeke St – 66 02 23a

1966 02 24

Cambridge development plan unveiled – 66 02 24a, d-g

1966 03 16

Crumbling Cambridge: depression lurks over centre re transport policies – feature – 66 03 16a

1966 03 30

Crumbling Cambridge – lack of vitality in development such as new library and Lion Yard – 66 03 30a

1966 07 29

City planner Gordon Logie reveals six possible scheme for a new Cambridge shopping centre; one would build on part of Christ's Pieces and extend grass over the King St area – 66 07 29, a, b. (Are scrapped a few months later amid accusations that 20 years have been wasted [9])

1966 08 09

"Shopping Growth" plan includes Christ's Pieces with underground car park, Kite favoured [5.5]

1966 09 16

Gordon Logie plans for Kite Area shows how may develop in 20 years' time – 66 09 16a

1966 10 07

Burleigh/Fitzroy Street favoured for shopping redevelopment in preference to Lion Yard – 66 10 07

1966 11 09

University 'science city' plans for west-Cambridge site unveiled, follows Deer report – 66 11 09, 09a

1966 12 09

Plan to create regional shopping centre in Fitzroy Street and develop Lion Yard primarily as civic centre approved by City Council – 66 12 09a

1967

Kite : new Logie plans involving parking for 2,000 cars, arcades, supermarkets & cycle paths, nothing happens [9]

1967

Demolition in Newtown district [5.8]

1967

Travers Morgan report on Cambridge Transport jointly commissioned in 1967 by the Cambridge city and County Councils and the University. It was to be carried out by R. Travers Morgan and Partners and was estimated at that time to cost £78,000 [18.2]

1967 02 13

King's Hedges housing estate master plan approved, will have central pedestrian core and open space - 67 02 13a

1967 02 22

University plan new Cavendish Laboratory as part of 'science city' in west Cambridge - 67 02 22

1967 03 03

'Heart of Cambridge' planning report envisages shopping centre surrounded by traffic-free area – 67 03 03a

1967 03 29

Chesterton Study published – could become one of most pleasant suburbs – 67 03 29

1967 06 28

Magdalene Bridge has two-inch sag; will be closed to buses and heavy lorries for at least a year while repairs carried out. (New bridge proposed 1968. Ministry 'to replace in 1971'). – 67 06 28a

1967 07 05

Lion Yard redevelopment plans approved by Minister – 67 07 05a

1967 11 01

Surveyors report on traffic one of most comprehensive ... also instructive in another context - a notable lack of reference to the City Architects department & almost total absence of any obvious exchange of views [19.17]

1968

McManus to quit Cambridge; sell 6a building land for £100,000 as planners will not allow them to develop it as commercially as they wish [5.11]

1968

Government stop city borrowing for 1<sup>st</sup> stage Lion Yard [5.12]

1968

Emmanuel Street widened - substitute for Drummer St with 750 ft lay-by [5.13]

1968

Cambridge businessman offers pay for summit meeting between city & county planners & Government to speed redevelopment, nothing happens [9]

1968 02 17

Logie retire through ill-health, report into efficiency due shortly; problems etc [15]

1968 02 27

Cambridgeshire planners bid to block Hovertrain development in Cambridge – 68 02 27, 68 02 28a

1968 03 08

Hovertrain project to be housed at Ditton Walk – 68 03 08 08a

1968 03 26

Fitzroy Street–Burleigh Street residents fear city council intend to demolish good houses under slum-clearance scheme – 68 03 26

1968 04 19

Elizabeth Bridge work starts [8.8]

1968 04 11

Fen Ditton favourite for development as new suburb – 68 04 11

1968 08 01

Kite area planning report from London consultants- 68 08 01a

1968 10 14

Prosser Scientific Instruments may move because of veto on industrial development – 68 10 14

1968 11 25

Trinity College start new accommodation block on site of Matthews in Sidney Street releasing land in Petty Cury for Lion Yard – 68 11 25

1969

Kite: Llewelyn-Davies report proposing three car parks, bus station & 450,000 sq feet of shopping & office space [9]

1969

Matthews old shop (formerly largest grocery shop in Cambridge) to become Heffers while large shop Sidney St (formerly Eaden Lilley) becomes Sainsbury who want to replace antiquated premises Sidney St with 2 new shops - Sidney St & Burleigh St area [5.14, 5.15]

1969 02 21

Fitzroy Street redevelopment – architect's impression – 69 02 21, 21a

1969 03 24

Inner Relief Road: Minister refuses allow City compulsory purchase powers Inner Relief; “puts traffic problems back 10 years” [3.1]

1969 05 02

Inner Relief Road rejection – what now – 69 05 02b

1969 05 30

University ‘Science City ‘planned for 300-acre site near Coton – 69 05 30

1969 10 09

Dons divided on plans for science city proposals for West Cambridge site – 69 10 09

**1970**

1970

*County planners to allow some science-based industry [5.16]*

1970

*Trinity Plan 3a Science Park on land formerly military tank park & minor gravel excavation [5.17]*

1970 01 09

County to ease ban on city industry, approve science-based industry – 70 01 09, 09a

1970 03 04

Lion Yard library might be built by Development Company instead of the city council. Ravenscroft Properties may agree to build the three-storey library because it is scheduled to go on top of a block of shops; the city would then lease the building from the company – 70 03 04

1970 06 10

De Vere granted permission for hotel and office block at Pound Hill – but will be inquiry – 70 06 10

1970 06 17

Kite area plan ‘torn up behind locked doors’ – city reject consultants’ recommendation, to form consortium with Jesus College and a property company, inquiry told – 70 06 17

1970 07 23

Lion Yard development – only legal snags remain – 70 07 23

1970 10 15

“Cambridge is a planners nightmare says expert” - stalemates caused by conflicting interests have held up the development of Cambridge for the past 30 years ... friction between the city and the county, between regional and national interests and commercial, industrial & university interests had combined to make Cambridge a planners nightmare [14]

1970 12 07

Lion Yard plan goes ahead on schedule – 70 12 07

1970 12 28

Work on Lion Yard car park starts after 22 years [13.7]

1970 12 29

Kite: county accept plan until reminded must be public inquiry into objections about link road; Samuel Properties & Jesus college commission own report from Piano & Rogers; county planners want more proposals by mid 1971 - 70 12 29

1971

Magdalene Bridge inquiry 1971, to be preserved 1972,

1971 04 16

De Vere Hotel plans rejected by Government – 71 04 16b

1971 04 28

Fitzroy Street shopping report published – feature – 71 04 28

1971 05 01

Progress on ‘Science City’ development adjoining Madingley Road may be slow, Senate says – 71 05 01

1971 05 15

“City going round in circles ... a muddle created by too many people trying to run the show” [6.2]

1971 05 17

County dash city's hopes for more industry "heavy door of Cambridgeshire planning bureaucracy was slammed shut on ... hopes of attracting more industry" [6.3]

1971 06 09

John Parry Lewis appointed by Government to head study team to examine future of Cambridge as a major East Anglian regional centre – 71 06 09a

1971 06 10

Bridge Street debacle: the two faces of Cambridge – laments crumbling buildings; feature 'A city in shackles' – 71 06 10 & a

1971 06 26

Prof Colin Buchanan engaged by Cambridge Preservation and Civic societies to prepare plan for Cambridge development – 71 06 26 profile – 71 08 28

1971 07 13

Elizabeth Bridge and approach roads opened by Lord Butler. It included a major approach road from Milton Road to Newmarket Road with roundabout on Chesterton Road which completely transformed Hawthorn Way, Cam Road, Haig Road and Walnut Tree Avenue – 71 07 13; review feature – 71 07 13a, b, c, d;. Initially Speeds traffic 'like motoring on Sunday morning' – 71 07 14. Brings problems people living beside it – 71 07 15 complaints – 71 07 15a. 21,000 vehicles use per day 71 09 22 [8.9]

1971 08 24

Science Park will not be stopped by Government, approved planners 1972 [6.5]

1971 09 17

CEN 'City in shackles' series about planning inaction & mismanagement; stagnation caused by city, county university the preserve-it-all lobby, pressure groups, MPs for city & county ... – 71 09 17 & a [22]

1971 10 15

Riverside agreed as first Improvement area [6.1]

1971 11 05

Cambridge Townscape analysis produced by David Urwin, City Planning Officer [6.6]

1971 12 06

Kite – a sad saga of city-county clashes – feature. Started to become neglected WWI, acceleration last 15 years ... monument to planners, blighted & fossilised; some say slow destruction deliberate but unlikely Cambridge capable of such a calculated campaign, more likely derelict by default, "walls crumble, more slates slide, panes smashed" 1972 [8.11, 8.12]

1971 12 07

Problems of where to put extra shops – reflections on last eight years – 71 12 07, 71 12 08, 71 12 09, 71 12 10b

1971 12 07

Mackay plans to extend engineering factory and build more shops and offices on East Road blocked – 71 12 07a

1971 12 24

Lion Yard plans approved by Government – 71 12 24

1972 01 14

Corn Exchange Street closed for work Lion Yard [13.8]

1972 02 01

Petty Cury closed to traffic. Coun Chris Gough-Goodman and Jennifer Hall dine in Petty Cury to mark first day of pedestrianisation – 72 02 01; both ends blocked for trial period – 72 02 01a. Petty Cury reopens end of month but closed & Corn Exchange Street opened June [12.13] [2.6]

1972 03 01

The Cambridge M.P., Mr David Lane yesterday waived aside professional traffic statistics and asked those at the by-pass inquiry to use their eyes and their common sense. In a statement to the three-week old inquiry Mr Lane gave his whole-hearted support to both the proposed western and northern bypasses and claimed to have the backing of most people in Cambridge. A woman living in Elizabeth Way wrote "On this bend to which the big lorries cruise and then rev up hard out of it it is one frightful nightmare and the fumes are really killing". A man living in Chesterton Road wrote: "Life is now intolerable and the only acceptable answer is an alternative route by-passing the city altogether" In supporting the northern bypass Mr Lane said disturbance to Girton village must be minimised.

1972 03 02

Buchanan Report suggests main town road - Inner Relief Road, Brooklands Ave to A45

1972 03 11

The former Ministry of Housing and Local Government simultaneously agreed to the building of one of the world's biggest radio telescopes near Cambridge and the routing of a major road straight through it, the inquiry (into the Western bypass) heard yesterday. Professor Sir Martin Ryle said in 1966 an application for a grant to build a 5 km radio telescope along the line of the old Bletchley to Cambridge railway at Lord's Bridge and extend it as far as the bridge over the River Cam was being discussed. A grant of more than £2 million was made for the telescope. Later it was learned that discussions had led to a route for the Cambridge Western bypass which passed through the line of telescopes. As a result the size of the telescope had to be reduced to 4.6 km with a considerable loss of power and the instrument was site half-a-mile further west. In 1970 it was announced that the by-pass was to be built as a motorway. Then it became known that radar devices were being developed for long-distance vehicles to prevent multiple motorway crashes. It seems likely that some of these devices will be introduced during the next five years.

1972 03 20

Most of the people who will be displaced by the Burleigh Street-Fitzroy Street redevelopment (Cambridge) want to be rehoused in the same area according to a report. Counc. Christopher Bradford claimed that the land was bought by the city council for "chickenfeed" ten years ago and is now worth £65,000. The council paid only £200 to £300 development value for some of the houses and perhaps £2,000 for some of the others 72 03 20

1972 06 05

Petty Cury, Cambridge, was closed to all vehicle traffic today and handed back to pedestrians for the second time this year. It is likely to stay closed to traffic for at least two years and perhaps permanently. The same city centre street was closed to traffic for a month's experiment in February which was rated highly successful. The whole of the southern side of Petty Cury will be demolished in the next three months and a new central library will appear within the next three years 72 06 05

1972 06 27

Although the war ended 27 years ago the little patch of Cambridge around Alexandra Street has a distinct 1940s look. In common with all the little alleyways off Petty Cury, Alexandra Street is in the throes of the Lion Yard re-development scheme. The old is being swept away by the demolition gangs to make way for the new and soon the whole face of the area will begin to change. The first phase of

the project - the multi-storey car park - is due to open at the end of next week. Work on the second stage - the demolition of the southern side of Petty Cury and the building of shops and service roads on the Lion Yard - is already under way and is expected to take about two years. The third stage - the building of a large central library - will start soon after this 72 06 27

1972 07 24

The Lion Yard multi-deck car park opens on Monday proving another 500 car spaces within a stone's throw of the centre of Cambridge. The completion marks the first stage of the city council's multi million redevelopment project for the area - which was first proposed nearly 25 years ago. The new park, which aims to cater for the shopper and the short stay motorist, is the second major car park to open in the city in less than a year. The other is at Queen Anne Terrace, which opened last October. The usual parking fees will be 5p for the first hour, 15p for two hours, 25p for three hours, up to a maximum of 75p for 10 hours. The council hope the prices will encourage people who work in the city centre to leave their cars in the parks away from the centre, like New Square and Prospect Row, where the charges are considerably less.

1972 07 26

A total of 160 houses in the Burleigh street – Fitzroy street area of Cambridge will have to be demolished to make way for the city council's shopping redevelopment scheme. At present only 34 of the houses are unoccupied. The city council are prepared to buy the houses at full market value if the owners cannot find other buyers. Some of the houses have already been classed as slums and earmarked for demolition. A number have in fact already been closed, such as in parts of James Street or demolished, as at Adam and Eve Street. A year ago the city council gave details of a large area outside the Burleigh Street - Fitzroy Street complex which they said would not be required for demolition. This gave the house owners the go-ahead to apply for grants of up to £1,000 to improve their homes

1972 08 05

The long-awaited Cambridge Transportation Study was finally published yesterday. It is two years overdue and has cost £113,000 - almost £1,000 a page. It was jointly commissioned in 1967 by the Cambridge city and County Councils and the University. It was to be carried out by R. Travers Morgan and Partners and was estimated at that time to cost £78,000. Its major proposals include a Railway Road leaving the A10 south of the Trumpington street traffic lights, hugging the northbound railway track all the way to Newmarket Road. After crossing the Cam the new road would veer sharply west to follow the St Ives railway line along to the A10 Milton Road before linking up with Arbury Road. The Railway Road should be largely dual two-lane carriageway. Full construction could take many years

1972 08 07

The Backs have been described as "one of the world's most beautiful assemblies of buildings and grass and trees". Queen's Road, which skirts The Backs, is also one of the busiest heavy lorry roads in Cambridge. For many years the university have urged the closure of Queen's Road to through traffic, but the counter-argument is that there is no other convenient traffic route in west Cambridge. Travers Morgan's Transportation Study proposes a new West Road which would carry some 60 per cent of the traffic using Queens Road and Grange Road which would then be closed, to bring peace once again to the Backs

1972 11 21

The Cambridge city council's planning consultants who are designing the redevelopment plans for the Burleigh Street- Fitzroy Street have suggested the building of a departmental store East of Napier Street. Consultants feel that the introduction of shopping uses at this point would improve the whole project in addition to saving housing land to the North of Maids Causeway and James Street. They have also proposed that the pedestrian way along Fitzroy Street should be graded down and Napier



Street itself raised over the pedestrian way. This appears to be the best way of separating traffic and pedestrians 72 11 21

1972 11 30

Cambridge City Council's Trinity Hall Farm Industrial Estate looks more like an army practice ground than a land of golden opportunity for trade and commerce. The only thing that is conspicuous by its absence is industry. Although it is now 10 years since the 12.6 acres off Nuffield Road were designated for industrial use there are still only two firms with premises there. Only firms displaced by council re-development or public works can be sited there. At last week's council meeting members agreed to seek permission from the Department of the Environment to change the re-location criteria in order to allow other firms to take up sites on the estate 72 11 30

1972 12 01

A plan to build up to 600 houses on farm land off Long Road, Trumpington has brought mixed reaction from local residents. A Birmingham development company who earlier this year took over Cambridge builders I.J. Stocker Ltd, want to build houses and a group of shops on land at Clay Farm. But some local residents object because they think the land should remain open. It is zoned as open space and playing fields, with most of it within the green belt, in the Cambridge town map. The developers said it would be a 5 or 6 year scheme from the starting date 72 12 01

1972 12 07

A large out-of-town shopping complex covering about 10 acres is being planned for Newmarket Road, just outside the Cambridge boundary. But Cambridge planning committee decided to resist the project. Fears were expressed about the effect the shopping centre would have for the city council's plans for redeveloping the Burleigh Street - Fitzroy street area. Marshalls of Cambridge (Engineering) made an application to develop the shopping complex, together with car parking and garages on a site immediately to the East of their vehicular workshops off Newmarket Road. The site faces Cambridge airport

1973 02

Kite: delay considering till Parry Lewis report, 13 day inquiry [5.19,8.12]

1973 03 09

Council adopt Travers Morgan report to cut central spine route but Government refuse ban traffic Kings Parade [17.10]

1973 04 09

The Market Square ends of Guildhall Street and Peas Hill, Cambridge, were closed to traffic today as part of city council's plans eventually to make much of the central area into a pedestrian precinct. It is now possible to walk from Sidney Street to King's Parade without crossing a road. City surveyor, Mr Geoffrey Cresswell said that some motorists were still driving round Market Square attempting to get into Peas Hill. The present closure is officially regarded as only "temporary" - although it will last for possibly another two years - while rebuilding of the adjacent Lion Yard site is under way 73 04 09 [17.9]

1973 08 31

The £20m redevelopment scheme for the Fitzroy Street - Burleigh Street area of Cambridge may go ahead with only minor modifications, following the result of a 13-day public inquiry earlier this year. Several schemes for the area have been considered and rejected over the past 10 years, but the present plans, designed by international architects Piano & Rogers were adopted by the city and county councils last year

1973 09 10

Prof John Parry Lewis, the Manchester don who has just finished the biggest Cambridge re-development plan ever devised, has told the Government that it may as well be scrapped now if the new Fitzroy-Burleigh Street shopping centre goes ahead. When his final report is published it will contain some sweeping proposals. One of these is for a new commercial centre on the Cambridge outskirts - perhaps in the Trumpington area - in order to siphon shops and traffic away from the historic heart of the city 73 09 10

1973 09 18

Buchanan Report: The Cambridge by-passes have been given the Government go-ahead. Work may now begin in less than a year on the £30m.-plus scheme to give the city its biggest new road complex in history. Within four years Cambridge is likely to have 14 miles of new motorway and nine miles of new trunk road to bleed heavy lorries and other traffic away from the historic heart of the city. It will also mean a much-improved A604 route between Cambridge & Huntingdon - at present one of the busiest and most accident-prone roads for miles. Today's announcement ends years of argument and months of speculation following a record-breaking public inquiry stretching over six months early last year 73 09 18

1973 09 19

The environmental effects on the Cambridgeshire countryside and a number of villages in the building of the Cambridge bypasses are given in the Government's go-ahead to the projects. The inspector concludes that at Grantchester environmental intrusion would be mitigated by a properly conceived planting scheme & the effects on the village would not be serious. At Hauxton and Lt Shelford the environmental effects, though great, would not be intolerable. The Inspector does not support Girton's claims that the area will be severed in any practical sense by the Cambridge Northern Bypass. The new road would pass in a cutting and noise screening is recommended. At Fenstanton the Inspector thinks that the noise problem is more important than any partial severance of the village by the A604. He recommends noise screening

1973 09 21

"Parry Lewis says that Kite development will sign death knell for Market Square area, new focus of commercial development must be on edge of city & this cannot be done if Kite goes ahead ... his words have too uncomfortable a ring of truth about them ... in the past we have pressed for action on this plan; our 'City in shackles' series tried to express the frustration which many citizens felt at the stagnation of the planning process ... but now we, who have formerly pressed for action are now urging caution" [12]

1973 09 21

Like some great suicidal spider Cambridge will have eaten its heart out by the turn of the century. Such is the dramatic prophecy of Professor John Parry Lewis who has been making a complete study of its future. Specifically he is saying is that if Cambridge proceeds with the scheme to build a twin shopping centre in the Fitzroy Street - Burleigh street area it will be signing the death knell of the present Market Square area. He concludes that a new focus for commercial activity must be developed on the edge of the city either in the Trumpington area or to the east near Marshall's airport. This cannot be done if the Fitzroy-Burleigh scheme proceeds, as the indications now are that it will 73 09 21

1974 02 08

Cambridge city council's controversial plan to stop Gwydir Street being used as a short-cut between East Road and Mill road has come into action and already shopkeepers are reporting trading losses of up to 50%. Norfolk street, once continually busy with traffic, is now silent and virtually at a standstill. And the shopkeepers of the street are beginning to wonder if they might soon be at a standstill too. Mrs Linda Gregoris who owns the Athena restaurant lent on her broom and surveyed the five

customers. "It is 11am and normally this place is chock-a-block and people have to fight for a seat. Yesterday we had five people in here – normally it would be as many as 80 74 02 08

1974 03 21

Clamp down on office development Hills Road; Parry Lewis "most important document since Holford" calls for abandonment of Kite, development Trumpington [6.10]

1974 04 15

City Engineer and Surveyor gives his view on city's traffic needs; central area experiment making St Andrew's Street and Regent Street one-way southwards, Parkside and Emmanuel Road one-way northwards; reconstruction of Magdalene Bridge; Bridge Street restriction and one-way system reversed; contra-flow cycle lanes, bus lanes, local link roads; large one-way ring road around centre along line Queen's Road, Chesterton Road, Elizabeth Way, East Road to Fen Causeway; park and ride system and cycle parks. 1960s Spine Relief Road moved further out & called Inner Relief Road; since then been eroded section by section & Cross Town route abandoned. Present position (1974) is relief will be provided by outer area link roads & by bypasses. After 25 years the Eastern by-pass from Brooks Road to Milton Road, the New West Road from Huntingdon Road to Trumpington Road & stage one of Inner Relief road are all that remain of Holford unchanged. In centre over last 10 years steady move towards reducing intensity of traffic & parking in centre by controlling non-essential traffic & getting high turnover of parking places in central area. First proposals put forward by R Travers Morgan 1963-64, further developed in City Surveyors report 1967 which also proposed pedestrianisation some central areas, 1972 Transportation Plan endorsed proposals [10]

1974 06 27

A warning that within 10 years the Lion Yard areas of Cambridge, now being completely redeveloped will become a "twilight zone" is given in a new booklet, "Walks round vanished Cambridge", published by Land of Cokaygne. It says: "Within 10 years the town centre will have moved east to the Kite area, the University west to the science city. Lion Yard will be a twilight zone lost somewhere between the two".

1974 07 19

Parry Lewis and his team of planners have examined the possibility of expanding Cambridge. Their studies convince them the best plan was to expand the city in a southern direction. Development would follow a line east of the new Western bypass. A second shopping centre would be located to the south-west of Trumpington. There would in addition be various district centres and a suitable amount of industrial and office development

1974 07 23

The people of Cambridge would never accept the building of the proposed Western Relief Road project, linking Huntingdon road with Trumpington road and going through Newnham or near Grantchester, it was claimed by city councillors. In addition the county a road linking Huntingdon road with Madingley road. But Counc. Overhill supported the road. "If this was proposed through the middle of Chesterton, nobody would complain. It is only because it is going through Newnham that people are against it", he said

1974 07 31

Save Kite campaign starts with clean-up; Kite Action committee set up 8 months ago [8.13]

1974 09 16

St Andrew the Great church in the centre of Cambridge may be turned into a new Civic restaurant. If the scheme goes ahead it would be only a few yards from the site of the old restaurant which was demolished two years ago to make way for the Lion Yard Development project. City officials are looking into the possibility of converting the church buildings which the Diocesan authorities have classified as redundant. A feasibility study shows it could be converted into offices but would cost at least £135,000.

1974 10 17

City seek scrapping of 25 year industrial development ban [6.11]

1974 10 17

“Blueprint for Cambridge” published [6.12]

1974 10 29

The Parry Lewis super plan for the future of Cambridge, which took three years to prepare at a cost of £20,000, has been rejected by all the senior city and county planning officers. The plan’s main suggestions were for the immediate scrapping of the scheme for extensive development in the Burleigh Street – Fitzroy street area and the building of a second shopping centre in the Trumpington area. Chairman of the County Planning committee, Counc. Tony Cornell, said: “The technical boys took a look at Parry Lewis and they have not liked what they have seen 74 10 29

1974 11 06

New plans for reshaping Cambridge’s Burleigh St – Fitzroy St shopping area are being unveiled at a private meeting tonight. Although the project provides for more than 80 shops, including two major departmental stores, it is on a smaller commercial scale than the plans put forward three years ago. The project includes a new underground country bus station; placing much of Napier street underground to avoid disruption to people living nearby, a series of underground service roads to allow pedestrians traffic free access to the main shopping area, and the creation of landscaped parks. It provides for a new store for the John Lewis organisation and another for Laurie & McConnell

1974 11 08

By Cambridge planning standards, the argument over how the Burleigh St – Fitzroy St area should be redeveloped is a relative newcomer to a list of current city controversies. It has been raging for only 15 years. Which means that at least another 10 years of inactivity are necessary before the Lion Yard redevelopment record is reached. Cambridge city council has announced its intention of making a decision on the future of the area by the end of the year. But even if this happens it will not be the end of the story by a long way. There will be inevitable objections and the problem of raising money must remain a formidable obstacle in these economic times.

1974 12 31

The controversial multi-million pound redevelopment proposals for Cambridge’s Burleigh Street – Fitzroy street area may be scrapped and traders and residents encouraged to rebuild as they wish. This is just what the majority of them have been advocating for most of the 15 years over which the controversy surrounding plans for the revitalisation of the area has raged. Leading members of the City council’s controlling Labour Group are now trying to whip up general support behind the scenes for the new thinking. Moves come on the eve of the Government’s expected announcement that after a two-year delay official approval is on the way to the area to be declared as suitable for comprehensive redevelopment

1975

Kite: Council accepts Piano & Rogers scheme & starts working out detailed plans with consortium [9]

1975 02 07

The Government has decided after two years deliberation that the Burleigh Street – Fitzroy street area of Cambridge is suitable for redevelopment. This now lays the responsibility for action squarely on

the city council who are likely to decide within two months whether to drop the much-criticised official development plan and go ahead with something less contentious. The plan has been unanimously rejected by the area's residents and shopkeepers 75 02 07

1975 02 10

Cambridge's city centre traffic experiment swung into action today. Thousands of motorists faced the through-traffic ban for the first time. The road closures and a system of one-way routes will operate for six months unless "utter chaos" develops. The scheme could then be swiftly abandoned. It closes two sections of road in the centre of town to private cars. One extends along King's Parade from King's College gate to Gt St Mary's while the other runs from Woolworth's along St Andrew's street to its junction with Emmanuel St 75 02 10

1975 02 20

Cambridge University should be nationalised, the Kite area turned over to council housing and traffic banned inside the city boundaries, the Cambridge Communist Party says in a policy statement. Amongst other measures they would like to see are turning the church of St Andrew the Great into a civic restaurant, requisition of vacant accommodation if vacant for six months, industrial expansion of Cambridge with more council houses, and the banning of office expansion in favour of housing and jobs.

1975 03 06

County reject two city approved schemes - Beehive extension & Downing development Regent St [6.14]

1975 04 06

Kite: Ian Nairn calls for rehabilitation area [7.1]

1975 04 18

The Labour-controlled Cambridge city council has decided by a two-to-one majority to develop the Burleigh-Fitzroy area mainly as a regional shopping centre in partnership with Jesus College and a London property company. This is the first definite and much substantial move the city council has taken about the future of the so-called "Kite" area in the 15 years of controversy and discussion that has surrounded it 75 04 18

1975 04 21

Kite properties released from blight after 15 years [7.2]

1975 05 21

Parry Lewis, 'last rites 5.1975 [6.13]

1975 06 11

The much-criticised second stage of Cambridge city council's central area traffic experiment has been abandoned and traffic flow systems introduced five weeks ago withdrawn. This means there is again two-way traffic in Regent Street, Parkside, Emmanuel Road and Short Street. Through traffic is still banned along parts of St Andrew's Street, Sidney Street & Kings Parade. City police said many motorists were confused by the changes which it was improving impossible to enforce. Long traffic queues had built up at major junctions since the start of the experiment which brought traffic chaos to the city 75 06 11 [17.14]

1975 07 11

Railway Route proposals; dropped in favour of East Relief Road, Coldham's Lane to Newmarket Rd [3.5] [494.6.16] [20.3] [6.16]

1975 07 17

Sewage crisis blocks all building till Jan 1978 [6.15]

1975 07 30

Railway Route buried [6.16]

1975 09 11

Princess Anne is to put the royal seal of approval on one of Cambridge's most controversial schemes. She has agreed to open the multi-million pound Lion Yard redevelopment complex in December. More than four years have been spent in its construction. Expert critics are unhappy about the scale of the enterprise and its relationship to the previously intimate and recently pedestrianised shopping precinct in Petty Cury. There has also been adverse comment on the nature of the shopping development which, because of the high rents, has made it a virtually unattainable Shangri-La for local businesses.

1975 09 17

Over 25 years of argument, several million pounds of ratepayers' money and three years of toil what will we get? The Lion Yard development. On the first floor is a modest entrance to a building that Cambridge has desperately needed for many years ... the new library. It has three floors. The top will be used for housing the Cambridgeshire Collection. On the first floor is a children's' room where young readers can comfortably browse through their selection. The building bears about as much comparison with the old Wheeler Street library as Buckingham Palace does with the Black Hole of Calcutta

1975 11 11

Yet another traffic survey (£120,000 spent on Travers Morgan 1967) [18.2]

1975 11 26

County approve design work on New West Road between Barton Road and Madingley Road and on Observatory Link between Madingley Road and Huntingdon Road; also a link road between Brooks Road and Barnwell Road to provide a direct access between Coldham's Lane and Newmarket Road [8]

1975 12 04

Princess Anne, making her first official visit to Cambridge, insisted on an impromptu chat with some of the thousands of sight-seers who thronged the city centre Lion Yard shopping centre. An estimated 10,000 people packed the Market Square and stood eight deep each side of Petty Cury as she walked into the new shopping centre. She stopped to talk to the delighted shop girls who were crowding their doorways and also to the eager shoppers who pressed forward to get a closer look at her. She explained: "I am not a complete stranger here because I have been shown around the university and city unofficially by two previous students who are both fans of the old city" 75 12 04

1975 12 18

Cambridge will be completed ringed with major by-passes by the 1980s under a plan being worked on by government road engineers. They are planning major improvements to the A11 between the junction of the Northern and Western by-passes at Six Mile Bottom and Stump Cross. The A11 is a narrow single carriageway and very heavily used at present, but the Government have been working away quietly and will soon be producing a scheme for making it into a dual carriageway and building a series of village by-passes, to become an eastern by-pass for Cambridge.

1976 03 19

Kite Action: report [7.3]

1976 04 12

Jesus College opened its Eden Street housing development to the public to show just what can be done with old properties in Cambridge's Kite area. The college plans the conversion of more than 30 two and three-bedroomed homes at rentals from £8 to £10 a week. Two major types of conversion are in hand, one of extending existing terraced houses to give two-bedroomed homes, and the other of combining two terraced houses to make one new one

1976 04 17

The future redevelopment of the Burleigh Street - Fitzroy Street area of Cambridge is back in the melting pot following the decision of the outgoing city council to throw out the massive £30 million scheme proposed by a London development company for the Kite area. The rejection of the scheme, which would have brought a greatly-increased number of shops in to the area, together with car parks, a new road and an underground country bus station, was an easy matter for the city council. But it was far less easy for them to decide how to go about working out alternatives.

1976 04 30

Lime Kiln Hill could eventually become a footpath and bridleway if a proposed route for the extension of the Cherry Hinton bypass near the Gogs is approved. The County Council will be asked to approve a route which passes east of the reservoir eventually linking with the A604. This was a very long-term project and it was impossible to say when it might be built. There is a lot to be said for preserving Lime Kiln Hill – it is a pleasant rural lane. There would be great problems in widening and improving it

1976 05 21

Plans for radical alterations to two listed cottages in the "Kite area" of Cambridge, the subject of a long and bitter row between a city man and council officials, would cost £59,000, it was stated at a planning inquiry. The scheme involves dismantling and rebuilding an 1825 façade and excavating a basement in Orchard Street. A council witness said the plan to build a facsimile of the façade would destroy the weathered texture and unity of the terrace.

1976 07 24

Construction work on the long-awaited nine-mile Cambridge northern by-pass has started at last. The first shovelful of earth was dug at Madingley by the recently retired Cambridgeshire County Surveyor, Mr Robert Lacey. The symbolic act ended more than 10 years of controversy over the bypass which is aimed at taking away massive juggernauts from the city's winding narrow streets. It will take up to two years to complete.

1976 08 03

The Government has decided that the experimental traffic restriction system in the centre of Cambridge can become permanent. Through traffic will be prevented from going along Sidney Street and St Andrews Street between Emmanuel and Market Street junctions, and along King's Parade. The experiment was introduced 18 months ago – against a background of support from amenity organisations and opposition from city centre traders who carried their protests to a public inquiry 76 08 03 [18.5]

1976 08 04

Cambridge's first bus and bicycles lane comes into operation along Victoria Avenue after the Government approved the city council's experimental plan to put down a special lane from the Four Lamps junction to Victoria Bridge. The plan also bans all parking along the Midsummer Common side; this means the hundreds of motorists who leave their cars there will have to find somewhere else. The aim is to speed up the substantial number of buses using Victoria Avenue, particularly during the evening peak period when traffic congestion causes extensive delays 76 08 04 [18.6]

1976 10 11

Work is progressing smoothly on the extension of Barnwell Road, Cambridge, to link up in about two years' time with Brooks Road on the other side of the Cambridge-Newmarket main railway line. The aim is to provide a quick route for heavy traffic between Newmarket Road and Perne Road and out on to the main roads to London. This will by-pass the notorious traffic bottlenecks of Coldham's Lane. The scheme includes a new bridge over the railway and an extensive road island and an extensive road island at the Brook's Road – Coldham's Lane junction 76 10 11

1976 11 06

Cambridge's experimental "Park-and-ride" scheme got off to a slow start today. The first bus left from the Cattle Market at 10 am and carried only 10 passengers. The scheme is designed to relieve the normal pre-Christmas traffic congestion by allowing motorists to park free of charge and then buy a 15p return ticket to the city centre. It will operate each Saturday until January 8th with buses leaving every 15 minutes. The first passengers were enthusiastic about the acres of parking space available. "It's marvellous being able to park so easily" said Mr John Blackman, who had driven in from Sawston 76 11 06

1977

Kite : Cheviot House & Amalgamated Developers put forward schemes; Cheviot House £10M for 4 large shops, 60 small shop units, parking for 1,250 cars, £91,000 pa profit for council after 5 years, Powley "as near perfect as it is possible to make it" [9]

1977 02 11

Cambridge Northern Periphery Road, Histon to Milton, opens [4.5]

1977 02 17

What kind of shopping facilities will we see in Cambridge in the future? If recent events are pointers then the small operator will be replaced – just as quaint non-conformist Petty Cury was replaced with the corporate dullness of Lion Yard. The rents jumped enormously leaving the high mark-up multitudes – Golden Egg, Dixons, Van Allen, Etam, Chelsea Girl et al to take the units paying between £3,000 and £18,000 a year in rent. It meant that the variety of shops was reduced. If the Kite complex proposals were to see the light of day then an identical effect could occur.

1977 03 22

Cambridge & District Co-operative Society's plan to expand the Beehive complex, which was turned down by the county planners, has been given the go-ahead by the Department of the Environment. The scheme, using the former Cadbury-Schweppes warehouse near Coldham's Lane will provide an extended shopping space, a garden centre and leisure goods sales centre. The Inspector said that as there were still no definite plans for the Fitzroy/Burleigh Street redevelopment the Beehive scheme would meet some of the shopping need without detriment to the city centre.

1977 04 20

A multi-million pound deal for the rebuilding of large parts of the Burleigh Street – Fitzroy Street area of Cambridge (The Kite) which would involve a handsome handout to the ratepayers is being negotiated between the City council and two internationally known development companies. Under the deal the redevelopment could be carried out without any cost to the ratepayers. The council would hand some of its land holdings – much now derelict – to the developers on a long lease. In return they would build large car parks for the council, regrass the New Square car park and erect a number of shops, at least one of them a department store. And at the end of the development period the company would make either a substantial lump sum payment to the council or give it a large cut of the rents collected. 77 04 20

1977 04 23



The new Bridge House office block and restored 16th-century buildings in Bridge Street, Cambridge, are a landmark and inspiration, said the Mayor, Coun Bob May, when he opened the £1.3 million redevelopment. "If only the architects had been involved at Lion Yard then things might have turned out differently there", he said. He praised the skill with which the historic and environmentally important site had been handled by the Scottish Mutual Assurance Society and its architects, Saunders Boston of Cambridge. It was an outstanding example of how a new building could be fitted into an old environment and how old buildings could be preserved.

1977 07 05

Cambridge City council announced details of its £10 million redevelopment scheme for the Kite area – and at once fell foul of the man who claims he can stop it all from happening, 76-year-old Mr Arthur Sutton. For nearly all his life he has lived at 1 Christchurch Street – one of the few houses which the council needs to demolish to make way for its new shopping and car park complex. But Mr Sutton declared: "Nobody is going to move me from the house I have occupied for 63 years. I am there and I am going to stay put". The new proposals are the latest in a string of plans produced during the past 20 years, all of which have been dropped.

1977 07 14

Elizabeth Way resident is noisy and polluted choked artery which miraculously eased Cambridge traffic problems in 1971 but it now itself in urgent need of relief. Residents used to live in tree-lined Cam Road, a quiet residential street on a par with De Freville Avenue in houses which had front gardens. Now they have lead pollution and noise levels three-and-a-half times above "acceptable" limits. People live in back rooms as, despite double-glazing, front rooms are still noticeably noisy. "It is difficult to cross the road, nobody can come and see you and window cleaners refuse to come here – they say it gets too dirty", said Mrs Winifred French. Relief could come next year with the opening of the Northern Bypass –at least everyone living on Elizabeth Way hopes so. 77 07 14

1977 07 23

The Mayor of Heidelberg officially opened the rooftop garden above Lion Yard, Cambridge, which has been named after the German town to mark the link between Cambridge and its twin university town. Oberburgermeister Renhold Zundel said a scheme similar to Lion Yard was being built in his city and they might have a garden named after Cambridge soon. 77 07 23

1977 07 27

The issue of redevelopment in the Kite area of Cambridge may have dragged on for more years than many care to remember but the controversy it has provoked is far from disappearing. More than 300 people turned up to the Guildhall. Opinions on the scheme varied. A pork butcher, Mr Jack Curtis, who had traded in Burleigh Street since 1945 said he had never seen a scheme that hurt so few people. There were interruptions, including an appropriately timed blast or two from a bugle smuggled in by Mr Arthur Sutton whose house is due for demolition

1977 08 19

Theoretically worth over £150,000 a year in rent, the 47,000 square foot office accommodation above the Lion Yard has stood empty since the precinct opened nearly two years ago. Agents trying to let the offices blame the economic malaise for their lack of success. The high price of central car parking is also a barrier. The city council made a former builders' site available to encourage offers and now one taker has at last been found. Vinters, the Cambridge solicitors have taken space. But Bidwells say matters will only improve when companies begin to expand and the perpetually optimistic estate agents say it is beginning to happen. c77 08 23

1977 10 04

The Cambridge department store Laurie and McConnal in Fitzroy Street is to close in December. Indecision over plans for the Kite area redevelopment is the reason, said Mr Anthony Fraiss. "We have tried everything we know to get something moving in the Kite, and while the council is now at last

seeing sense we cannot afford to wait the two years before anything actually happens. As a small family company are paying penal rates.” The business was established nearly 100 years ago. 77 10 04

1977 10 05

The sudden news of Laurie’s closure has come as a shock to the City Council team involved in drawing up the Kite plans. Council leader, John Powley, said he was “very sorry indeed” and could well understand their frustration at the indecision. “Gradual renewal of the area, as some people want, just will not happen and will lead to a speedy decline of the whole area. A satisfactory scheme must be produced as speedily as possible. Constant delays are not good for the area, for the people of the city, or for Cambridge as a whole”. The news will have come as a surprise to most people. But to anyone who regularly used the store it was only a question of time before they succumbed to the inevitable. Even at the height of the shopping day you could be the only potential customer in any one department. It had 50,000 sq ft of selling space, spread over five floors to service, heat, decorate and keep full of merchandise and the passing trade had dropped off dramatically as so many houses have been knocked down and food shops have disappeared from the Kite area. 77 10 057

1977 10 08

More shops in the Kite area will be forced to close unless something is done quickly to rejuvenate the area. A number of stores have been teetering on the brink for some time and could go out of business. This has been caused by all the little ginger groups, all pushing for their own things. They hack and maul among themselves and all they succeed in doing is to cause the sort of intolerable position that Lauries found itself in. It is all very well saying the Kite should stay exactly as it is. But it cannot. It has changed markedly over the years and is still changing. It either has to be redeveloped in some fashion, or it dies. 77 10 08

1977 10 11 c

The latest and controversial proposals for rebuilding the Kite area of Cambridge took another step along the long road to becoming reality when the city council accepted them in principle as a basis for discussion with a number of companies interested in financing the project. It took almost two hours of debate – which at times became heated and bitter – to reach the decision. Supporters warned against further delays; Coun Gough Goodman said “Filibustering in the council chamber has resulted in the loss of jobs for many people and the loss of a splendid business, Laurie & McConnal”

1977 11 14

There are almost 400 properties standing vacant in Cambridge according to the Empty Property Action Group. More than 200 are houses of which the great majority are privately owned. There are 1,026 people on the council’s “live” waiting list and another 1,400 seeking council accommodation at some future date. Numerous organisations are seeking accommodation for special groups like the College of Arts and Technology, Women’s Aid, Fulbourn Hospital and Cyrenians Night Shelter. The Kite and Castle Street areas share the highest concentration of empty property. The city council are worried that the list could serve as a kind of housing register for squatters.

1978

Kite: Grosvenor Estates Commercial Developers backs scheme & enters partnership with City council. Oversight in procedures mean council unable to compulsorily purchase land needed until 1983; council used wrong procedures in seeking to evict three people - one city councillor - from 72 Fitzroy St [9]

1978 01 10

Cambridge City Council has told a group of Peterborough councillors to stop interfering in their affairs. The slanging match was prompted by the Cambridge Kite development project. The Peterborough councillors want to avoid a repeat of what has happened in part of their city when redevelopers moved in and put up “a lot of horrible concrete buildings all over the place”. But the advice has upset members of the panel who are overseeing the Kite project. One said: “I would tell

Peterborough to mind its own business; they should put their own house in order and I would thank them for not trying to tell us what to do”

1978 03 07

Residents are occupying a deserted house in Fitzroy Street, Cambridge, after learning that the city council is about to demolish three other “unsafe” houses in the Kite area. Officers offered to re-assess the situation if the protesters paid them £340 – the cost of making the buildings safe. The Kite group stayed up collecting the money, only to be told the council would not accept it after all. The action is in spite of an assurance that demolition would only take place once the redevelopment scheme had been approved. The protesters are deeply disturbed that private citizens have to pay for council work in order to avoid the premature demolition of sound properties in the Kite. 78 03 07

1978 02 11

City unable to buy Kite properties by compulsory purchase, ‘kills scheme’ [7.5]

1978 03 13

The latest scheme for the Kite redevelopment in Cambridge threatens to collapse amid renewed bitterness and bumbledom. The 20-year-old history of “something being about to be done” has resulted in large-scale blight and buildings mouldering beyond repair. Just as predictable as crumbling masonry has been the increasing fed-upness of the people living in the area. They fought long and hard but until last week most of them realised their cause was lost and that the latest scheme would go ahead. Now at the last moment it probably won’t because of a blunder by council officials.

1978 03 20

The Kite, once the busiest out-of-centre shopping precinct in Cambridge is no longer flying high. Years of indecision by the City Council about the site and shape of successive rebuilding schemes have left their mark. The uncertainty had already led to the closure of Laurie and McConnal’s and a number of smaller shops, branches of national chain stores have also moved away. The closures have meant fewer shoppers being attracted to the area and a general run down of business for many of the traders.

1978 06 05

Most of the offices built on top of the City Council’s Lion Yard complex in the centre of Cambridge are still unoccupied – nearly three years after completion of the development. Now councillors are concerned about the loss of rents and want more intensive steps taken to find tenants for the block, which is gathering dust. Only 5,750 feet has been let, to a subsidiary of Barclay’s Bank but negotiations are now taking place with two organisations. If these fall through some councillors think they should let charity organisations use them

1978 06 15

The 150-year-old Magdalene Bridge in Cambridge is in grave danger of collapsing, councillors were told. For the last 11 years there has been a three-ton vehicle restriction but sometimes the inter-continental ‘juggernaut’ lorries travelling through the city take a wrong turning and pass over the bridge. Now the abutments, which support the bridge at both ends, are moving apart and if this continues it could eventually break its back. Plans were made to rebuild the bridge but environmentalists objected and at a public inquiry it was decided the bridge should be strengthened, retaining its present appearance. But Government engineers came up against insuperable technical problems in the use of the cast-iron parapets and have suggested cast-steel instead. 78 06 15

1978 07 03

The Kite area of Cambridge plans to go the way of Rhodesia by declaring UDI – Unilateral Declaration of Independence - in a semi-serious but symbolic stand against the city council. On Independence Day the kite-shaped bounds of the area will be beaten and the rebel “government” will

swing into operation. Arthur Sutton, the 76-year-old bugle-blowing campaigner will be elected Lord Mayor, the rubble-surrounded Little Kettle shop will be declared the town hall, the borders of the area will be marked and passports issued.

1978 09 01

The Government has stopped Cambridge City Council's plan to rebuild the Kite area. They have refused to allow them to borrow the £2.3 million needed to buy the land for shopping development which means the 20-year saga of decay will continue indefinitely. The council's Conservative leader claimed it was a political decision, probably part of a General Election run-up. M.P. Robert Rhodes James said the blight in the Fitzroy Street area would be perpetuated and the general economic and physical decline of the area would continue remorselessly. But organisations which have been fighting the plans are delighted. 78 09 01 [7.7]

1978 09 18

The New Town area of Cambridge was developed in the 1820s with unpretentious terraces, many of which were ill-built. But at least they had unity. Today, largely demolished and patchily replaced, New Town strikes one as a sorry mess. Panton Street is a mixture of discreet, elegant houses with intrusive modern developments. The St Anthony's Walk almshouses are a discordant construction, their severe frontage characterised by jutting ventilatory contraptions: a battery-house for humans. Opposite begins the Russell Court complex of flats; as such developments go the quality is good and attempts have been made at a humanised appearance. Will its stark modern brick ever attain the serene texture of the houses over the way – Graham Chainey 78 09 18

1978 10 04

One way of improving the environment of the St Matthew's area of Cambridge would be to demolish many houses and widen the streets, says a City Council report. It contains 1,415 houses that are among the worst in Cambridge in terms of lack of amenities, structural repairs and the environment in which they stand. The problem is the long narrow streets where a small amount of through-traffic become an irritant and lorries cause congestion, noise and vibration. However well houses are renovated the area will not be greatly enhanced until substantial improvements are made to the environment. 78 10 04

1978 10 04

Some of the long-disused offices above Cambridge's Lion Yard shopping complex may soon be turned into restaurants. The plans have been warmly greeted by councillors who have complained for a long time about the empty space standing in one of the city's key commercial positions. The applicants want to rent the bulk of the ground floor and turn it into two restaurants, one catering for general medium price trade and the other as a high-class 'night life' restaurant. The three-storey office block which contains thousands of square feet of space has been standing empty since the development was completed three years ago. 78 10 04

1978 12 13

Cambridge City Council issued a report on the Kite redevelopment proposals detailing its negotiations with Grosvenor Estates, the prospective developers. Grosvenor would finance the land acquisition in the Kite, which the council would endeavour to complete by the end of 1979, and then carry out the redevelopment scheme over the following three years. If it is not possible to acquire sufficient land the council would buy back from Grosvenor Estates whatever land had been bought, and this would be available for any future plans for the area. The City Council will have the right to approve all plans relating to the scheme's appearance

1978 12 21

The Northern Bypass, described as a 'Christmas present to Cambridge' was officially opened at noon and then closed after police expressed reservations about the state of the nine-mile road and its interchanges. But as dusk was falling the barriers were pushed back and it was opened to the public. It

includes one of the longest straight stretches of dual carriageway in the country and police asked drivers to get used to the road slowly. With the completion of the interchanges next year and the opening of the M11 Cambridge will have a road system surrounding it for which many other cities would give their eye-teeth 78 12 21 [4.7]

1979

De Vere office block developed

1979

Kite: Ombudsman report critical of oversight; Shelter report says demolition carried out with minimal concerns about effects on adjoining privately-owned property [9]

1979 02 06

Expansion plans for Robert Sayle's shopping complex in the centre of Cambridge were supported by the City Council's controlling Conservatives who say the extensions will improve shopping facilities and bring much needed car parking space into the city centre. But Labour says the extra cars would cause traffic problems and in any case the centre of Cambridge should not be put up for sale. Sayle's want to extend their shop floor space facing Lion Yard and provide more than 100 public and private parking spaces. It would benefit city traders and motorists alike

1979 02 09

Kite: derelict house bought by council topping private £13,000 offer [7.9]

1979 03 07

A new double-decker bus station in the centre of Cambridge is being proposed by County traffic experts. Buses would wait only long enough to set down and take up passengers and long-distance buses would run from elsewhere in the city. This one of several options to sort out the chaos of Drummer Street. Others include expanding on to Christ's Pieces, re-siting it to the Kite area or adjacent to the railway station. For years the bus station has been the subject of intensive criticism because of its lack of facilities and poor conditions. Now councillors have made it a priority.

1979 03 14

The 600-plus parking meters in the centre of Cambridge may be scrapped as one of the options for helping to sort out traffic chaos. But if they continue the city council is backing a 67 per cent increase in all meter charges because they are facing a £12,000 loss due to increased pay for the traffic wardens. Councillors are also considering residents' parking schemes to meet mounting demand for this facility. They may also provide the city's first cycle lane along the Huntingdon Road from Girton College to Murkett's Corner.

1979 04 02

The centre of Cambridge is well off for parking space. There are 600 spaces on the Lion Yard multi-decker, a slightly smaller number at Park Street and substantial parking at New Square. Then there are more than 500 meters dotted around. But during peak periods these are barely enough and queues build up at the park entrances. Motorists complain it is not easy to reach the city centre since King's Parade was severely restricted to through traffic. At first shopkeepers feared virtual bankruptcy but now even the most 'anti' tradesman is happy with the result – an increase in trade

1979 06 02

The £10 million Kite area shopping and parking scheme scheduled for opening in 1982 may be scrapped if opposition against it throughout Cambridge is strong enough. An official of Grosvenor Estates, the development company, said "If the people of Cambridge do not want our product we shall not give it to them". But the present indications are that the public does want the Burleigh Street – Fitzroy Street area to be redeveloped as quickly as possible, despite the protests being voiced by

pressure groups. The Kite Co-ordinating Council say the plans are ‘hopelessly inappropriate’ and it is a very cheap scheme: Cambridge deserves something much better than this.

1979 08 17

Many of Cambridge’s traffic problems may soon be solved by silicon chip technology. The chips would operate micro computers geared to all the city’s traffic lights to ensure smooth traffic flows at all times. Such an elaborate computer system would originally have cost around £5 million but now County Council officials consider the new technology could reduce the cost to as low as £100,000. It could be connected with all the car parks giving motorists instant information through street corner signs and also tie in with temporary one-way workings and pedestrian crossings.

1979 09 14

Traffic jams would stretch across large parts of Cambridge every weekend if the £10 million Kite shopping development went ahead, a transport report commissioned by the Kite Co-ordinating Council claims. The new traffic may eventually block the Mill Road roundabout for several hours of the day. The number of car parking spaces would need to be doubled to meet demand and the cost would have to come from the ratepayers. Traffic is likely to increase anyway in the next ten years and the anticipated reduction through the opening of the Northern By-pass has not happened, they claim

1979 11 02

County council engineers have devised a new method to strengthen the 150-year-old Magdalene Bridge in Cambridge without altering its appearance. If Government finances permit work will start in July, more than 13 years after the bridge was closed to buses and other heavy traffic because of its unsound condition. The rebuilding has been surrounded by controversy since cracks were detected in the under-structure. A public inquiry in 1971 agreed that the new bridge should resemble the old one as far as possible but a long wrangle developed over the appearance and complex legal issues were involved because it is an ancient structure.

1980

Lion Yard rents increase 350-550%, from £9,000 to £40,000 [13.13]

1980

Cambridge Empty Property Action Group claims lost £350,000 potential income from derelict property [9]

1980 01 30

The new magistrates’ courts, perched above the Lion Yard car park have been built to last for the next 100 years at a cost of £1.7 million. Some wonder how Cambridge managed to acquire such an expensive addition to the skyline in these times of stringent public spending cuts, the answer seems to be that it won its case just in time. Today the verdict would be different. After years of less-than-satisfactory courtroom conditions we have something of a showpiece. Compared to the old courts the new carpeted building is luxury itself. “From boarding house to Hilton” was how one prison officer described it. In fact the only criticism is that some people will consider the edifice ‘too good’

80 01 30

1980 02 26

Already the new Western Bypass is having the desired effect in the Castle Hill area of Cambridge. Thomas Whitelaw whose window overlooks the street said: “Normally the heavy traffic starts at about 7.30 am and you get convoys of 12 to 15 heavy lorries every few minutes sending vibrations right through the house. Now it is much quieter”. But in Wendens Ambo villagers are demanding a new road surface, soundproof barriers and double glazing, saying the peace and quiet of their village has been ruined since the new section of the M11 opened nearby 80 02 26

1980 02 27

Senior dons at Girton are pursuing an astonishing plan to link their college with Cambridge by railway. They are proposing a mono-rail link which would run mainly at ground level on university and college-owned land to the Sidgwick Avenue arts site and University Library. The main difficulties are the high cost of the project, which would need to cross the Huntingdon and Madingley Roads and the delicate negotiations with other colleges. The college's undergraduates have to cycle two miles in all weathers to attend lectures and many have been injured in road accidents. But two recent changes may ensure it is never built: the opening of the Western By-pass has reduced the amount of traffic and there will soon be a cycle lane. 80 02 27

1980 05 24

The controversial Kite redevelopment scheme has hit yet another stumbling block and work is unlikely to start at all this year. Cambridge's new Labour administration, which objects to the £15 million shopping and parking scheme now claims there could be very serious difficulties in the way of the development. But the developers, Grosvenor Estates, say it intends to press ahead with the project agreed by the previous Conservative council. 80 05 24b

1980 11 11

The much-disputed future of the Kite area of Cambridge may be thrown back into the melting pot yet again. The city council's Labour administration is becoming increasingly convinced that the present development plan, which it has vigorously opposed from the outset, will not now go ahead because of the national economic situation. So they are to start looking at alternative developments. Their partners, Grosvenor Estates, have until the end of the year to find a taker for the major store and say that Debenhams is interested. 80 11 11b

1980 12 23

Debenhams pull out of major store but six-month reprieve for plan - give Grosvenor time to find taker for main store, agreement expires end of month but no taker; Grosvenor must pay council a ground rent of £65,000 pa if scheme goes ahead; was known that Co-op would shut its doors in Burleigh street if another major store did not come into development [7.10, 9,10]

1981 02 18

Cambridge councillors have thrown out the idea of ever building a multi-storey car park anywhere near the Backs. They condemned as 'barbaric' suggestions from senior officials that such a park, either above or below ground, could be built on college gardens, playing fields or open spaces along Queen's Road. "It is even more ridiculous than the plan to put a major road cross Grantchester Meadows", said Councillor Rosenstiel. 81 02 18a

1981 02 28

Kite: fourth Kite Community Action show - Clive James, Michael Palin & Terry Jones [7.11]

1981 03 27

Traders give up battle to stay in Kite - Waffles etc [7.12]

1981 05 23

Twenty years of uncertainty over the future of the Kite area have ended. Debenham, the major national chain store, is to move into a superstore planned for the £15 million shopping development. Labour councillors who have led opposition against the scheme have conceded defeat saying there is nothing they can now do to halt it. The Conservatives who initiated the scheme and have never flagged in their confidence that it would eventually get under way are delighted 81 05 23

1981 05 27

A Cambridge consortium which owns a shop in the centre of the planned £15 million Kite rebuilding scheme is steadfastly refusing to sell to make way for the giant new redevelopment. No.56 Fitzroy Street was bought in a bid to stop the scheme and their leader, a Cambridge don, says: "Under no circumstances are we going to budge – not even if they offered us £5 million. They can build all around us if they like – I am looking forward to our little shop becoming part of the shopping precinct with a large glass dome over the roof" 81 05 27

1981 06 01

"Kite sage: the first 30 years" review: Bitter personal arguments, the sound of falling masonry and a series of costly court actions have punctuated the 30-year-Kite saga. In 1950, the Holford Report suggested that the city's historic centre could not meet the shopping needs of future generations. "We regard Fitzroy Street as a valuable relief for pressure on the older centre", it said. Now with the news that Debenhams is to move into the new development and that work is due to start this summer, the saga may be nearing its end. 81 06 01

1981 06 17

Kite: car parks close [7.14]

1981 07 11

Little Kettle demolished [7.15]

1981 08 03

The saga of property dealing and controversy in the Kite redevelopment area of Cambridge has come to an end. The last remaining privately-owned shop at 56 Fitzroy Street has been sold to the city council and its partner, Grosvenor Estates for a price of around £30,000. This has given the owners, a consortium of university dons, a £5,000 profit which will be distributed to two charities. As part of the deal a number of small traders will be allowed to stay in their shops for up to three months. 81 08 03c

1981 09 26

An era came to an end when the self-styled 'Lord Mayor of the Kite', Mr Arthur Sutton, moved out of his house in Christchurch Street. It occupies an important position in the £15 million development scheme but he refused to budge until the developers came up with somewhere nearby for him to live. Now they are to build him a detached three-bedroomed house a few doors away 81 09 26

1981 11 13

Skirting the roadworks and dodging the demolition rubble, the visitor finds the Kite area of Cambridge hardly the easiest or most picturesque place to shop. Almost one side of Fitzroy Street is empty. The top end, which once included a Post Office, sweet shop, denture repairer and café called the Toby Jug, has been flattened. The Co-op department store in Burleigh Street have axed the traditional ceremonial arrival of Father Christmas as it would aggravate traffic problems. Add the lack of parking space and it is not surprising that traders fear for their Christmas profits. 81 11 13a

1981 11 25

A startling £3.5 million plan to tunnel under The Backs has been prepared secretly by county road engineers. It would be 20 feet wide and run under Queen's Road from the Madingley junction right up to Silver Street. Meter controlled parking would then be allowed up to Garret Hostel Lane and the area to West Road would be grassed over to give an uninterrupted view of King's College chapel. The plan is certain to raise a violent storm of controversy. 81 11 25 & 26b

1981 12 07

Thousands of motorists may soon be asked to leave their cars on the outskirts of Cambridge and cycle into the city to solve the parking problem. They would park in west Cambridge or near Stourbridge Common and make their way by hired bikes through the Backs or along the river. The park and cycle scheme is being suggested as an alternative to the park and ride bus scheme by road engineers who are also planning a tunnel under Queens Road. 81 12 07a



1983 04 26

The County Council has been urging Cambridge councillors to provide more city centre parking space. They say 1,000 extra parking spaces are needed. Now they have suggested six sites: a 250-space extension to the present Lion Yard multi-deck, land behind Telephone House in Regent Street-Park Terrace (220 spaces on a four-deck park), the old Addenbrooke's Hospital site (250 spaces), land behind Shire Hall (450 spaces on a three-deck park), Saxon Street (480) and Adam and Eve Street (460 spaces). 83 04 26 p5

1983 06 29

Plans for a new main bus station with a 'floating roof' and a circular office block standing alongside, in the centre of Cambridge, have come in for fierce criticisms. The County Council is adamant that the new bus station should go on the present small and restricted site in Drummer Street but the Labour-controlled City Council want it moved to the railway station. The rebuilding will see the removal of the small island with its office and large trees from the centre of the road. But the City is refusing to sell the island site or to remove the trees as part of its opposition. 83 06 29 p15

1983 07 21

The fate of the old Laurie and McConnal store - which has been lying empty since it closed five years ago - has been decided at last. Habitat, a national chain of home furnishing shops, is to move in to the store on the fringe of the new Grafton Centre. Debenhams has taken the main store on the site, the supermarket booked by Keymarkets will probably open as a branch of Gateway and the biggest 'variety' store is being taken by C&A. But letting arrangements have still to be concluded on 30 of the 45 medium-sized shops 83 07 21 p1 [11]

1983 08 30

Four major car parks on the outskirts of Cambridge linked to the city centre by a frequent park-and-ride bus service are suggested in a new report aimed at sorting out the city's traffic tangles. They are on fields at Barton Road, a small piece of disused land between the bypass interchange at Histon Road, allotment land near Newmarket Road cemetery and the old Cattle Market site at Cherryhinton Road. It also proposes extensive residents-only parking schemes with a tightening-up of long-term parking in the city centre. 83 08 30 p1

1983 09 29

The Cambridge Civic Society, which fights planning applications around Cambridge, is being wound up and its members urged to join the Cambridge Preservation Society - the group from which it split off in 1961. Projects in which they have been involved include the Kite area, Stansted airport, the M11 Inquiry and Robinson College. At present they are concerned about the proposed large office development on the Shire Hall site, preferring to see it as a community area 83 09 29 p19

1983 10 11

The new Grafton Centre, the biggest shake-up in Cambridge retailing for a century, is only medium sized in terms of city centre redevelopments but is enough to upset the balance of trade in Cambridge. "No one would pretend that it is linked to the existing shopping centre to the extent that people can use both on the same day", said the man in charge of the project for Grosvenor Estates. The next six months' trading will be keenly watched by shops in the historic centre. The attractiveness of the Grafton Centre will depend on easy access and whether it offers value for money and diversity. They have accepted lower rents in order to get shopkeepers which cannot afford big overheads. 83 10 11 p11

1983 10 19

The tattered Kite blows away into history - feature [11]

1983 10 20

A quarter of a century of planning wrangles ended today when the £27 million Grafton shopping centre development opened. Part is still unfinished but there was a general sense of relief that the Kite at last had its new prestigious shopping development. It looks slightly bare as many of the shop units were still unfilled however shoppers seemed happy as they walked through the new arcade of the main concourse. 83 10 20 p1 [20.1]

1983 11 15

Cambridge could soon have a new underground car park, an extensive range of new shops and a luxury hotel at the edge of the Lion Yard car park. The land, which is let as a private car park, was originally scheduled for a large hotel, then the John Lewis organisation became interested. But now the City Council is considering extending the Lion Yard car park, probably underground, and selling the land for shopping. It might fetch as much as £5 million. 83 11 15 p1

1984 05 16

The Queen gave her royal seal of approval to Cambridge's multi-million pound Grafton Centre when she unveiled a plaque to mark its official opening. Cheering crowds queued for hours to glimpse her. A fanfare performed by the 20-piece orchestra from the Manor School greeted the royal party. After the opening the queen spoke to many of the children and shop staff. 84 05 16 p12

1984 07 06

Computerised control of traffic in Cambridge by means of traffic lights has been in operation along two major routes since March. Chaos has not ensued and the county council's traffic management scheme claims it has knocked several minutes off journey times in peak periods. 'Scoot' operates in Hills Road and Queen's Road by marshalling traffic into 'platoons' of vehicles and then pilots them through as many sets of lights as possible. 84 07 06

1984 08 10

Cherry Hinton could get its long-awaited bypass if the controversial 86-acre housing development goes ahead on the outskirts of Cambridge. The new road would run from Airport Way to meet Fulbourn Road near the hospital. Originally a bypass was planned to run from Quy interchange to the foot of the Gogs Hill to link up with the A604 but the route ran into objections from conservationists and was dropped as an economy measure. 84 08 10 p13

1984 08 25

Traffic experts say there is now no way in which traffic flow down Mill Road can be reduced but they can reduce accidents by switching their sights to the side roads. The new plans would inconvenience residents and local workers by banning cars from certain streets and putting in 'sleeping policemen' in Vinery Road. With a number of turning bans into Mill Road, traffic along Tenison Road will be increased dramatically but new traffic lights will improve the flow. 84 08 25 p1

1984 09 07

The County Council chairman condemned councillors for their 'pathetic attempts' to sort out the Cambridge traffic problem. "There is no doubt whatever that what we do in Cambridge is pathetic compared to what is done elsewhere. We really do not know what we are doing in this city", he said adding that the county must keep up pressure on the city council to provide more parking facilities in Cambridge. 84 09 07

1984 11 20

Cambridge's Hills Road bus depot is to be moved to the outskirts of the city in a multi-million pound swap deal between Cambus and the Stetchworth-based Unex property group. Cambus will exchange

its one-acre site for a much larger section of the former D & H Contractor's site in Cowley Road. In return Unex will get control of the bus depot virtually next door to the former Heffer's printing works site which they successfully redeveloped as Botanic House, headquarters of Cambridge Electronic Industries, BBC Radio Cambridgeshire and Betjeman House which was subsequently sold for more than £4 million 84 11 20 p1

1985

Whitehall overrule no offices in residential area

1985 03 11

A major shake-up to cope with the forecast massive increase in Cambridge traffic has been unveiled by the County Council. It suggests an underground car park at the Butts Green end of Midsummer Common and a new road following the main railway line with a new bridge over the Cam. There could be reconstruction of a number of major road junctions including East Road - Newmarket Road and at Hyde Park Corner with widening of dual carriageways and new cycleways. A park-and-ride system of new car parks linked to the centre by frequent buses is also proposed 85 03 11

1985 03 11

A furious political row has erupted over the sudden and unexpected publication by the Labour-controlled City Council of its new roads and traffic plan just before the County Council issued their proposals. It envisages a park and ride system, converting long-term city centre parking spaces to short-term shoppers' parks, an extension of Lion Yard car park, road closures, pedestrian areas and a special coach-bus interchange near the railway station. The Liberals describe it as a waste of paper. It has been produced without any councillors or officials being told about it before its release to the press 85 03 11a

1985 06 08

The Government's decision to expand Stansted would put tremendous pressure on the Cambridge and there should be a conference every two years with academic papers on preserving the city's ancient and historic environment. But the Labour leader says Cambridge already has more experts per square inch than any other city in the world and does not need to call in more 85 06 08

1985 06 14

The controversial 'railway-route' road plan for Cambridge has been killed off for the second time in 10 years. It was intended to relieve traffic & would have run around the southern and eastern outskirts of the city, following the main railway line. Ten years ago Conservative county councillors discovered it would have cost millions of pounds to build and destroy at least 100 houses. Their revival of the plan earlier this year caused a furious outcry: they were swept from control at the recent elections and admit it was one of the main factors in their downfall 85 06 14

1985 07 06

Lion Yard car park extension plan – 85 07 06

1985 08 02

Cambridge ratepayers received a cheque for £2million from one of the country's largest housing developers. It was accompanied by a legally binding promise from McLean Homes to build the much-needed Cherry Hinton bypass road for free. They may also give a plot of land for a new primary school. This is the council's profit on the largest land deal in Cambridge local government history. The housing development company has bought 51 acres of prime housing land owned by the council and others. Another 50 acres are to be sold shortly 85 08 02

1985 08 30

Now that the dust has settled after the upheaval of building the Grafton Centre, Burleigh Street and Fitzroy Street have emerged as pleasant shopping promenades. Very few shops remain unlet with Andy's Records and Lancashire Mills about to open. Fitzroy Street will become more interesting in October when Habitat finally open at the old Laurie & McConnell shop while Burleigh Street will get a similar boost when the House of Holland opens in the old Arcade centre. 85 08 30

1985 09 01

Ian Purdy has probably done more than anybody else in modern times to shape the Cambridge we know today. He is the man who fought and won the battle to lift the years-long planning ban on Cambridge expansion, thus opening the doors to industrial development. He played the major part in approving the controversial Lion Yard redevelopment which changed the face of the city centre forever. But he did not design it – that was done by private architects - and doubts if such a scheme would have been approved even 18 months after it was given the go-ahead. "People had so much concrete redevelopment thrust on them after the war and called a halt to it", he says. 85 09 01b & c

1985 09 17

The Green Belt around Cambridge was designed to protect the area from development and to preserve large areas of open space between villages. Now County planners want to release land to make way for the city to breathe including 70 acres at Trumpington, Histon Road allotments and the University Farm in Huntingdon Road. They say this would not mean developers' lorries moving in. Nearly 500 organisations objected at an Inquiry but the County are pleased with the result which backs most of their proposals. 85 09 17 a b c

1985 10 22

The Government has given the green light for the controversial £500,000 plan for rebuilding Cambridge bus station. They have given the County permission to buy a small 'island' of land in the centre of Drummer Street owned by the city council. It was the only thing standing in the way of the proposed rebuilding plans. But the scheme is unlikely ever to go ahead. The new County council administration wants to build a long-distance coach terminal at the railway station instead, saying it would ease city centre bus congestion. 85 10 22

1985 12 02

A plan devised by Grosvenor Estates could add a third to the size of the Grafton Centre. The extension would be built around a central mall at right angles to the present one using the site of the present bus interchange and the land now occupied by the yard of Coulsons, the building contractors. It would have a two-storey roof park for 350 cars with a number reserved for shop staff. Coupled with the opening of Habitat in Fitzroy Street it would strengthen the appeal of the area against that of Cambridge's traditional city centre. 85 12 02a

1985 12 05

Cherry Hinton massive new development, 51a site [8.2]

1986

County planners want less control offices, city say 0.5M square feet unused office space already Government agree high-tech block Hills Rd bus station [27.12.4]

1986 01 25

Cambridge City Council wants to increase central area parking as cheaply as possible and is prepared to do a deal with a developer to sell or lease the large area of waste land next the Lion Yard car park. Possibilities include an eight screen cinema complex to be developed by an American company, offices, houses and flats, a luxury hotel or shops linked to St Andrew's Street by moving walkways.

Some of the schemes are very attractive visually but the ones that could give the council the best returns are amongst the ugliest. 86 01 25

1986 02 08

Plans have been revealed for a multi-million pound shopping centre on the outskirts of Cambridge. Marks and Spencer and Tesco have proposed a double superstore with park-and-ride facilities on land bounded by the M11 and Hauxton Road, Trumpington. A dual carriageway would connect the A10 to the privately-owned Clay Farm area which has already been identified for potential housing. 86 02 08

1986 03 11

Holiday Inn plans for hotel and extensions Lion Yard car park welcomed – 86 03 11

1986 05 20

Grafton Centre extension unveiled (agreed 1986) [20.4]

1986 06 13

Victoria Bridge is rusting away. The 97-year old structure has taken a battering from heavy vehicles over the years, despite a lorry ban and weight limit. It is in such a bad state of repair that it needs to be entirely rebuilt – a project which will cause chaos for 18 months. Engineers hope to keep traffic moving by repairing half the bridge at a time. All the county's other 2,000 bridges are also being inspected 86 06 13

1986 07 11

Another old Cambridge landmark – the former Little Kettle premises in Fitzroy Street – disappeared when it was demolished as part of the Kite re-development programme. Over the years the premises had various uses, but they are best remembered as the general hardware shop which had a small kettle hanging outside. 81 07 11

1986 12 08

Controversial plans to build a high-tech office block on the site of the old Eastern Counties Bus Station in Hills Road have been given Government approval, despite fierce council opposition. The Stetchworth-based property development company Unex Group can construct a three-storey office block. But alternative proposals for a four-storey block and sheltered housing, scorned by the council as 'a geriatric ghetto', have been dismissed. 86 12 08a

1987

Government ends distinction office use & research & development, city has used it to restrict firms wanting come Cambridge because of status etc [NS2.15]

1987 03 13

Cambridge's traditional transport, the bicycle, will be deliberately used to slow down city centre traffic. The medieval central streets will be made even narrower which will make it even more difficult to overtake bikes. Traffic restrictions will also be introduced, including the banning of taxis. The streets have been reshaped and cleaned up with York stone used in areas considered 'visually sensitive'. But workmen in Trinity Street have been delayed by having to remove hundreds of wooden blocks dating back to the days of horse-drawn vehicles 87 03 13b

1987 05 19

Thousands more Cambridge motorists may be charged for parking outside their homes during working hours. No fees have been agreed but present schemes cost up to £60 a year. In addition hundreds more parking meters would allow one or two hour parking for shoppers with additional traffic wardens employed to enforce the restrictions. But Conservatives on the traffic management

team are strongly opposed to a park and ride scheme which might come into operation in three years if the Government gives permission for the city council to buy the land needed. 87 05 19

1987 08 19

Ambitious plans for a £3million facelift for the Lion Yard shopping centre have been unveiled by Barclays Bank. The precinct – officially opened by Princess Anne in 1975 – will be brought bang up-to-date with new lighting, new paving and a new shop unit neat St Andrew's the Great. The biggest change will be a covered first-floor level incorporating the Heidelberg Gardens with four food kiosks and a seating area for 200. It will be a much better place and people will be able to get something to eat and drink there, developers claim. 87 08 19

1987 09 14

Developers are eying-up property in Newmarket Road. They have approached Greene King about acquiring the Seven Stars, Corner House, Five Bells, Rose and Crown and Bird in Hand public houses. Already Eastern Gas has sold off more than three acres of the former gas works and the disused Chapman and Arber scrap yard has also attracted interest. Gray's the tobacconist has sold up, Jack Reynold's sweet shop closes next month and Grosvenor will soon start work on the old Carioca nightclub site which will house offices and small businesses. 87 09 14b

1987 12 14

The Government is being asked to stop a controversial housing development planned for the Clay Farm site at Trumpington. Local MPs want the land to be designated as Green Belt as they fear the development of 100-plus houses would automatically open the door for almost 1,000 others. There is great public hostility to such housing on the open farmland. Housing giant Bovis Homes want to build 57 large houses, 33 small ones and 23 old people's flats on a 12-acre site off Long Road. 87 12 14

1988 02 01

The Mayor paid tribute to the city's chief planning officer, David Urwin, describing his death as a tragic blow to the whole of Cambridge. A graduate of Selwyn College, he spent most of his career with the city council, beginning as a junior planner and working his way through the ranks. 88 02 01

1988 03 08

Multi-million pound plans to refurbish the Lion Yard shopping centre would include gates to shut off the precinct at night. There would be a food court with restaurant on the upper floor of the present WH Smith which would be relocated in Heidelberg Gardens. 88 03 08

1988 05 03

Grafton Centre: Presto to close, "no longer economic", Centre fashion orientated. £CEN 3.5.88

1988 05 04

Grafton plans for huge extension. £CEN 4.5.88

1988 05 12

From the moment the Grafton Centre opened in October 1983, everybody connected with it knew that it was too small at 300,000 sq feet. It was locked in by its location with the only real scope for expansion on the East Road side. This needed a deal with Coulsons, the long-established Cambridge builder. Retailers had reservations about the initial plans for a major new store built around Presto supermarket. It had been intended to provide the kind of balanced development considered important in the 1970s, but had never proved successful. 88 05 12 & a £CEN 12.5.88

1988 05 19

Grafton Centre: petition for grocery shop replace Presto ¢CEN 19.5.88

1988 07 29

Structure Plan proposals, Government releases Arbury Camp farm site etc ¢CEN 29.7.88

1988 10 18

Cambridge may have a city-wide high-speed monorail system linking with all nearby villages allowing shoppers to leave their cars at home and travel high above the traffic jams. It could be expensive to set up but would have low running costs and be reliable. Eight years ago dons at Girton College came up with a plan for a monorail to link it with the university quarter but nothing ever came of it. The County Council has already commissioned experts to consider a light railway system linked to the proposed park-and-ride system 88 10 18a

1988 11 03

Planning granted for £30M expansion Grafton Centre, including cinema ¢CEN 3.11.88

1989 01 19

The second phase of the Grafton Centre shopping complex, which is almost half as big again, has been delayed by nine months. It will include new shopping malls, a food area and the conversion of the old Presto store into 15 business units. It means the seven screen cinema and 257 extra parking spaces will also be set back. The news has been greeted with dismay by Councillors. Developers Grosvenor has blamed the delay on design changes, although finance has not yet been organised. 89 01 19

1989 03 07

Jeweller leaves Grafton centre - “too downmarket”; rent rises from £5,000 to £12,500 ¢CEN 7.3.89

1989 03 22

“Boom city grinding to halt”: Traffic chaos in Cambridgeshire is growing so severe that in five years’ time drivers may have to set off at 7 am to be in work by nine. A massive upsurge in traffic has already extended the rush hour. Congestion is choking Cambridge city centre and deepening the parking nightmare, a report says. Action must be taken with new roads around the outskirts and controversial park-and-ride schemes or it will grind to a halt over the next ten years. 89 03 22

1989 03 30

Office development outstrips planners - allocation for 10 years will be complete in two ¢CEN 30.3.89

1989 04 24

British Rail is planning a second Cambridge railway station, provisionally known as Cambridge Parkway, close to Milton and the A45 northern bypass. It is unlikely to be ready in time for the start of electrification services to King’s Lynn in October 1991, but could follow shortly afterwards. However the site needs much better access and provision of parking space. It would serve the high-tech Science Park and provide a way for commuters to join trains without having to struggle through the city. 89 04 24

1989 04 26

North Cambridge seeing expansion of development following approval of structure plan ¢CEN 26.4.89

1989 06 09

Cambridgeshire’s new traffic chief has vowed to end Cambridge’s traffic and parking chaos within four years. He wants a better road system to serve the industrial quarters, a new light railway system

linked to a park-and-ride scheme and a possible car park under Midsummer Common. A 'grand traffic management plan' will be drafted by officials and meetings arranged with business bosses.. 89 06 09

1989 06 10

The £15 million park-and-ride scheme planned for Cambridge is now officially buried. County Conservatives had promised during the election campaign that the plan would be dropped if they took control and have told officials to stop work on the joint scheme with the city council. And a plan for an interchange where Madingley Road meets the M11 has been delayed. Work was due to start in 1990 but now the M11 is to be widened into a three lane carriageway between Cambridge and Stansted Airport. The council is now looking for alternative road schemes to spend the money on. 89 06 10

1989 06 24

Radical plans for Cambridge's Station Road area could help the chronic housing crisis. Nearly 400 houses, 35 bedsits and 52 flats could be constructed together with 897 new car parking spaces and leisure facilities. The measures would alleviate chronic traffic problems caused by commercial development and some existing businesses such as Spillers, Charringtons and Ridgeons might be asked to move out to more suitable sites. They are generally unattractive, out of scale and out of character with the area, councillors say 89 06 24

1989 07 18

Planners approve phase two expansion Grafton centre £CEN 18.7.89

1989 08 03

"Days of major office development are over" following DoE rejection site at Mitcham's Corner £CEN 3.8.89

1989 09 04

Controversial new plans to ease Cambridge traffic chaos would see starting and finishing times of all schools, main centres of employment and university lectures staggered. Vehicles would be banned from main roads during the rush hour, turning them over exclusively to bikes and buses. City planners say better traffic management is better than building huge and expensive new roads and rail systems. The plans are bound to provoke furious protests 89 09 04

1989 09 22

Kite area controversy – review of plans – 89 09 22b

1989 10 01

The controversial Cambridge park and ride scheme has started with a whimper. At peak commuter time there were 17 cars at the 400-space Cowley Road and even fewer at the 150-space car park on Clifton Road. Users were enthusiastic: Sophy Moxley of Willingham, a sales assistant, said "It will save me money because it only costs 50p which is cheaper than parking in the city centre though Steve Field from Stretham says it is inconvenient as you don't have access to our car during the day. Councillor Andrew Duff said the area around Castle Hill, where residents-only zones have been introduced, was 'almost pastoral' though Canterbury and Benson Street were packed with cars. 89 10 01

1989 10 03

A light railway system running in a tunnel under Midsummer Common is the latest official suggestion to help solve traffic problems in the centre of Cambridge. It would be an alternative to a line running down a widened section of Newmarket Road. The underground railway would link with a number of



other lines from surrounding villages as far out as Fenstanton and terminate at a station in Malcolm Street. The County Council will invest £60,000 to see if a car park under Midsummer Common is feasible and another £150,000 in a feasibility study for a 60-mph light rail system. 89 10 03a

1989 11 23

600 houses planned for Arbury allotments çCEN 23.11.89

1989 11 28

The new South East Cycleway from Market Square to Cherry Hinton follows quiet back roads, avoiding the nightmarish Mill Road which can reduce cyclists to a nervous wreck. It includes a new £2million bridge across the railway near Cambridge station. This is a striking structure with a triangular tower from which cables support a cycle and walkway fully protected from the elements by a transparent polycarbonate tube. It is thought to be the longest bridge of its type in Western Europe.

89 11 28a, 29

1989 12 21

Cambridge's new £200,000 car space scheme with signs around the city linked to the county council's traffic computer which monitors the five main car parks, hits teething troubles leaving shoppers driving round trying to find a parking space. Cambridge's Park and Ride scheme is failing to attract its major target – the city's commuters. Yesterday morning there were only 15 cars parked at Cowley Road while queues of vehicles drove bumper-to-bumper down Milton Road. But it is drawing off-peak shoppers and tourists. The County say it is too soon to draw conclusions. A similar scheme in Oxford had taken a long time to become established. 89 12 21, 89 12 21a

1990 03 01

Super high speed bus lanes are to be built alongside roads in a bid to ease Cambridge's traffic chaos. Experts hope this will give a boost to the flagging park-and-ride scheme. Buses would be equipped with a special electronic 'eye' to change traffic lights in their favour. The first would run from Cowley Road to the city centre and later most main roads would incorporate them. At present buses are held up in traffic jams and passengers take just as long as they would have done in their cars. On some peak time journeys buses have only five passengers but large numbers of shoppers have been using them– 90 03 01

1990 03 16

Cambridge's pioneering £2.6 million cycleway scheme is helping to cut the death toll on the city's roads with over 2,000 people a day using the route. Supporters say the South East Cycle Route from Cherry Hinton to the city centre is also being used by pedestrians. The giant £1.7 cycle bridge was opened by the Minister for Roads in November and is fitted with security cameras. Some people dismissed it as a hare-brained idea at first but it is worth the time and effort, says Tony Carter, after whom the bridge has been named. – 90 03 16

1990 03 22

Development plans that could have brought 1,000 new jobs to Cambridge have been thrown out by council planners worried about increased traffic congestion. Opposing the scheme for more offices on the Cambridge Business Park one councillor said 'Cambridge does not need 1,000 jobs'. Crown Estates wanted to build 15 new units on the Cowley Road site but the scheme was rejected since they felt it would bring firms from outside which would further worsen the housing problem. 90 03 22a

1990 07 07

Grafton Centre second phase, including cinema, is in doubt as major investor Sun Life Insurance puts its 84 per cent holding on market as it does not believe the extension is viable – 90 07 07

1990 08 10

Lion Yard car park underground extension opened – 90 08 10a; brings relief 90 08 17a

1990 09 27

City planning chief John Popper resigns; third official to leave within three months – 90 09 27a,b